

BUICK

PREMIUM AMERICAN
MOTORCARS

Roadmaster

The 1995 Buick Roadmaster Owner's Manual

Seats and Restraint Systems 1-1
This section tells you how to use your seats and safety belts properly. It also explains "SRS" system.

Features and Controls 2-1
This section explains how to start and operate your Buick.

Comfort Controls and Audio Systems 3-1
This section tells you how to adjust the ventilation and comfort controls and how to operate your audio system.

Your Driving and the Road 4-1
Here you'll find helpful information and tips about the road and how to drive under different conditions.

Problems on the Road 5-1
This section tells you what to do if you have a problem while driving, such as a flat tire or overheated engine, etc.

Service and Appearance Care 6-1
Here the manual tells you how to keep your Buick running properly and looking good.

Maintenance Schedule 7-1
This section tells you when to perform vehicle maintenance and what fluids and lubricants to use.

Customer Assistance Information 8-1
This section tells you how to contact Buick for assistance and how to get service publications. It also gives you information on "Reporting Safety Defects" on page 8-4.

Index 9-1
Here's an alphabetical listing of almost every subject in this manual. You can use it to quickly find something you want to read.

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This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without further notice. For vehicles first sold in Canada, substitute the name "General Motors of Canada Limited" for Buick Motor Division whenever it appears in this manual.

Please keep this manual in your Buick, so it will be there if you ever need it when you're on the road. If you sell the vehicle, please leave this manual in it so the new owner can use it.



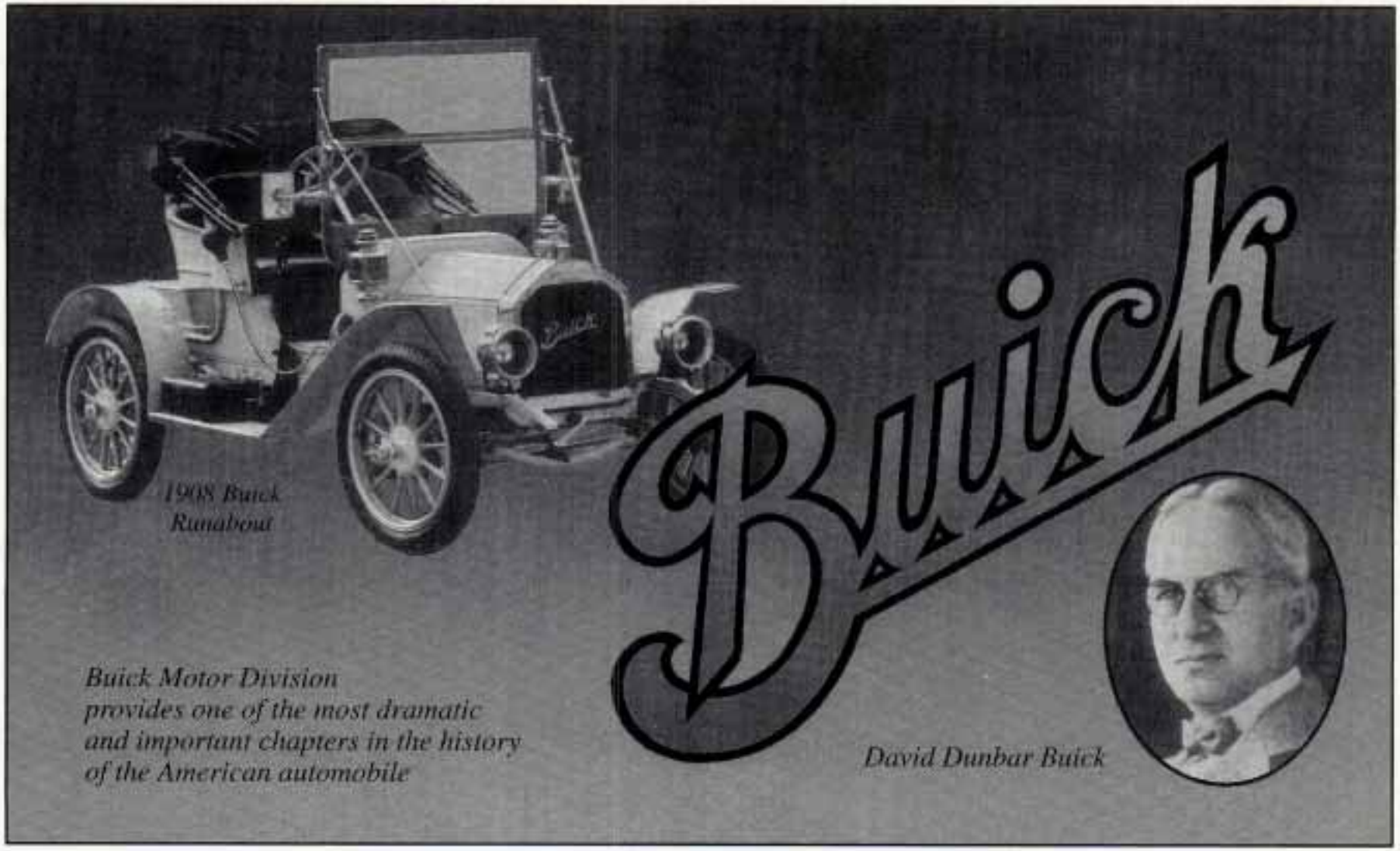
We support voluntary technician certification.

For Canadian Owners Who Prefer a French Language Manual:

Aux propriétaires canadiens: Vous pouvez vous procurer un exemplaire de ce guide en français chez votre concessionaire ou au DGN Marketing Services Ltd., 1500 Bonhill Rd., Mississauga, Ontario L5T 1C7.

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Buick
1908 Buick
Runabout
Buick Motor Division
provides one of the most dramatic
and important chapters in the history
of the American automobile
David Dunbar Buick



Walter Marr and Thomas Buick

Buick's chief engineer, Walter L. Marr (left), and Thomas D. Buick, son of founder David Dunbar Buick, drove the first Flint Buick in a successful Flint-Detroit round trip in July 1904.

David Buick was building gasoline engines by 1899, and Marr, his engineer, apparently built the first auto to be called a Buick in 1900. However, Buick traditionally dates its beginnings to 1903. That was the year the company was reorganized, refinanced and moved from Detroit to Flint. Buick has always been a product innovator. Buick engineers developed the "valve-in-head" engine, a light, powerful and reliable engine which would eventually influence the entire automotive industry.

William C. Durant was instrumental in promoting Buicks across the country using his Durant-Dort Carriage Co. outlets and salespeople as the nucleus of a giant distribution system. He knew the Buick as a "self-seller." If automobiles could be this good, he thought, maybe it was time to switch from the horse and buggy business to automobiles.



William C. (Billy) Durant

At the 1905 New York Auto Show, Durant took orders for 1,000 Buicks before the company had built 40. On Buick's success, Durant created a holding company, September 16, 1908. He called it General Motors.

Durant also created a racing team that won 500 racing trophies in 1909 and 1910, including successes at Indianapolis two years before the Indy 500 began.

The success of Buick engines was visible not only on the race track, but in endurance tests across the country and around the world. Buick was the only car to complete a 1,000-mile Chicago-to-New York race in 1906. And a Buick was the first car to travel across South America, driven from Buenos Aires, Argentina, over the Andes to Santiago, Chile in 1914.



1911 Model 21 Touring Car on Buick's Test Hill

Buick drew plenty of attention because it could climb hills and run through mud like no other car. Buick's endurance and reliability were world famous.

During World War I, Buick built Liberty aircraft engines as well as Red Cross ambulances so successfully that one Buick ambulance was awarded the Croix de Guerre by the French government.

As a builder of premier automobiles, Buick was hard hit by the Great Depression. However, new General Manager Harlow H. Curtice created popular new models including the Special and the Roadmaster. Buick sales soon flourished.



First Buick Factory

In World War II, Buick built aircraft engines, tanks and other military hardware. This post-war period brought great styling and engineering changes which resulted in increased sales. The torque converter automatic transmission, Dynaflow, was introduced in the 1948 Roadmaster. Buick's famous "portholes" came along in 1949.



1949 Roadmaster

A high-compression V-8 engine was introduced in 1953. And Buick's famous vertical pillar "toothy" grille, (introduced in 1942), became more massive in the post-war era.



1953 Skylark

Motor Trend magazine named the 1962 Buick Special "Car of the Year." The first production V-6 engine was used in the Special.



1962 Buick Special

Built inside the walls of the old buildings in Buick's former Flint complex, which formed the cornerstone of General Motors, Buick City is a state-of-the-art assembly facility with more than 200 robots and other high-tech equipment. It was completed in the fall of 1985.

Buicks are, and will continue to be, premium American motorcars with smooth power, high performance, rich detail and comfortable accommodation.



Ed Mertz, General Manager, Buick Motor Division

Our mission is simple:

"Buick will provide Premium American Motorcars backed with services that exceed our customers' expectations, throughout the purchase, ownership, service and repurchase experience."

Buicks are SUBSTANTIAL.

Buicks are DISTINCTIVE.

Buicks are POWERFUL.

Buicks are MATURE.

How to Use this Manual

Many people read their owner's manual from beginning to end when they first receive their new vehicle. This will help you learn about the features and controls for your vehicle. In this manual, you'll find that pictures and words work together to explain things quickly.

Index

A good place to look for what you need is the Index in the back of the manual. It's an alphabetical list of all that's in the manual, and the page number where you'll find it.

Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box with gray background and the word CAUTION to tell you about things that could hurt you if you were to ignore the warning.

⚠ CAUTION:

These mean there is something that could hurt you or other people.

In the gray caution area, we tell you what the hazard is. Then we tell you what to do to help avoid or reduce the hazard. Please read these cautions. If you don't, you or others could be hurt.



You will also find a circle with a slash through it in this book.

This safety symbol means "Don't," "Don't do this," or "Don't let this happen."

Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

These mean there is something that could damage your vehicle.

In the notice area, we tell you about something that can damage your vehicle. Many times, this damage would not be covered by your warranty, and it could be costly. But the notice will tell you what to do to help avoid the damage.

When you read other manuals, you might see CAUTION and NOTICE warnings in different colors or in different words.

You'll also see warning labels on your vehicle. They use yellow for cautions, blue for notices and the words CAUTION or NOTICE.

Vehicle Symbols

These are some of the symbols you may find on your vehicle.

For example, these symbols are used on an original battery:

CAUTION POSSIBLE INJURY



PROTECT EYES BY SHIELDING



CAUSTIC BATTERY ACID COULD CAUSE BURNS



AVOID SPARKS OR FLAMES



SPARK OR FLAME COULD EXPLODE BATTERY



These symbols are important for you and your passengers whenever your vehicle is driven:

DOOR LOCK UNLOCK



FASTEN SEAT BELTS



POWER WINDOW



AIR BAG



These symbols have to do with your lights:

MASTER LIGHTING SWITCH



TURN SIGNALS



PARKING LAMPS



HAZARD WARNING FLASHER



LAMPS OR HIGH BEAM



FOG LAMPS



These symbols are on some of your controls:

WINDSHIELD WIPER



WINDSHIELD WASHER



WINDSHIELD DEFROSTER



REAR WINDOW DEFOGGER



VENTILATING FAN



These symbols are used on warning and indicator lights:

ENGINE COOLANT TEMP



BATTERY CHARGING SYSTEM



BRAKE



RADIATOR COOLANT



FUEL



ENGINE OIL PRESSURE



ENGINE OIL TEMP



ANTI-LOCK BRAKE



Here are some other symbols you may see:

FUSE



HOOD RELEASE



RADIO VOLUME



AIR CONDITIONING



TRUNK RELEASE



LIGHTER



HORN



SPEAKER



Section 1 Seats and Restraint Systems

Here you'll find information about the seats in your Buick and how to use your safety belts properly. You can also learn about some things you should *not* do with air bags and safety belts.

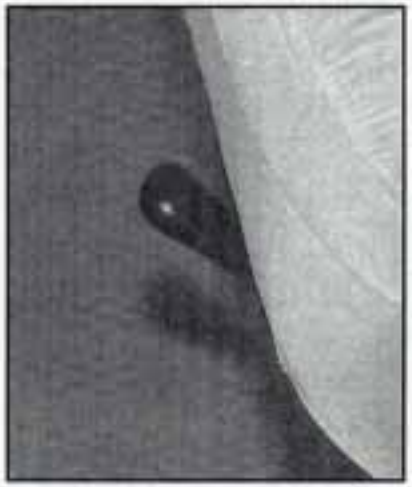
Seats and Seat Controls

This section tells you about the seats -- how to adjust them, and also about reclining front seatbacks, raising and lowering wagon rear seats, and head restraints.

Manual Seat

⚠ CAUTION:

You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you don't want to. Adjust the driver's seat only when the vehicle is not moving.



Move the lever under the front seat to unlock it. Slide the seat to where you want it. Then release the lever and try to move the seat with your body, to make sure the seat is locked into place.

Power Seat (Option)



The power seat controls are located on the armrest.

Raise the front of the seat by pressing the left side of the front switch. Press the right side of this switch to lower the front of the seat.

Move the seat forward or back by pressing and holding FWD or BACK. Raise the seat by pressing and holding UP. Press and hold DN to lower the seat.

Press and hold the left side of the rear switch to raise the rear of the seat. Press and hold the right side of this switch to lower the rear of the seat.

Memory Seat (Option)



Here's how to use this feature:

- You don't need to start your vehicle yet, just make sure it is in PARK (P).
- Adjust the driver's seat the way you want it.
- Press the SET button.
- Move the memory switch to 1 and your seating position is programmed.

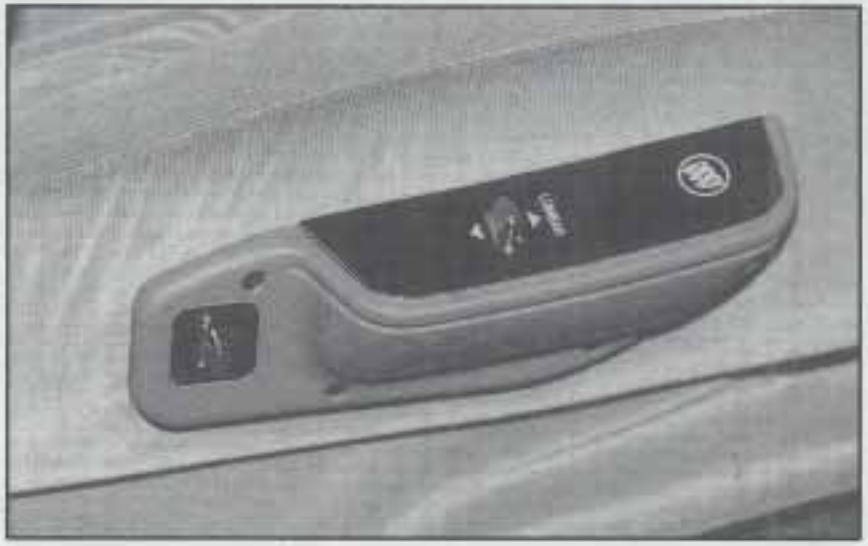
Now it's set. When your Roadmaster is in PARK (P), and you move the memory switch to 1, the seat will go to where you

have just set it. Do the same thing for a second driver following the steps above, but move the memory switch to 2.

The EXIT button allows you to get out of your vehicle more easily.

If you select the wrong memory switch or EXIT button, you can stop it by just pressing any of the power seat switches.

Power Lumbar (Option)



Press the LUMBAR switch forward to increase lumbar support. Press it rearward to decrease lumbar support.

Heated Seats (Option)

This feature allows you to warm your seats. It has two positions: HI and LO. Move the switch to OFF to turn this feature off.

Power Recliner (Option)

This switch is on the side of the seat. Press this switch rearward to move the seatback down to a reclined position. Press it forward to move the seatback to an upright position.

Reclining Front Seatbacks



To adjust the seatback, lift the lever on the outer side of the seat and move the seatback to where you want it. Release the lever to lock the seatback. Pull up on the lever and the seat will go to an upright position.



But don't have a seatback reclined if your vehicle is moving.

⚠ CAUTION:

Sitting in a reclined position when your vehicle is in motion can be dangerous. Even if you buckle up, your safety belts can't do their job when you're reclined like this.

The shoulder belt can't do its job because it won't be against your body. Instead, it will be in front of you. In a crash you could go into it, receiving neck or other injuries.

The lap belt can't do its job either. In a crash the belt could go up over your abdomen. The belt forces would be there, not at your pelvic bones. This could cause serious internal injuries.

For proper protection when the vehicle is in motion, have the seatback upright. Then sit well back in the seat and wear your safety belt properly.

Head Restraints

Slide the head restraint up or down so that the top of the restraint is closest to the top of your ears. This position reduces the chance of a neck injury in a crash.

On some models, the head restraints tilt forward and rearward also.

Wagon Folding Seatbacks

The second and third seats of your station wagon have seatbacks that can be folded down to provide more cargo space.

Second Seatback

To fold the seatback down:

1. Press the knob next to the seatback on the passenger side.



2. Pull the seatback forward and push it down.

To raise the seatback:

1. Pull the seatback up and push it back to lock it into place.
2. Push and pull the top of the seatback to be sure it is locked in position.

Third Seatback

The third seat is folded flat in the tailgate area of your station wagon.

To raise the seatback:

1. Open the tailgate.



2. Lift the storage compartment lid and fold it back, so that it lies flat.



3. Pull the seat release handle in the lower right corner of the storage compartment. The seatback is now unlocked.
4. Pull the seatback up and push it back into place.
5. Push and pull the top of the seatback to be sure it is locked into position.

To lower the seatback:

1. Pull the seat release handle to unlock the seatback.



2. Pull the seatback down using the assist strap, then push down on it to lock it into place.

3. Fold the storage lid down. Make sure it is secure.

Safety Belts: They're for Everyone

This part of the manual tells you how to use safety belts properly. It also tells you some things you should not do with safety belts.

And it explains the Supplemental Restraint System, or "air bag" system.

⚠ CAUTION:

Don't let anyone ride where he or she can't wear a safety belt properly. If you are in a crash and you're not wearing a safety belt, your injuries can be much worse. You can hit things inside the vehicle or be ejected from it. You can be seriously injured or killed. In the same crash, you might not be if you are buckled up. Always fasten your safety belt, and check that your passengers' belts are fastened properly too.



Your vehicle has a light that comes on as a reminder to buckle up. (See "Safety Belt Reminder Light" in the Index.)

In many states and Canadian provinces, the law says to wear safety belts. Here's why: *They work.*

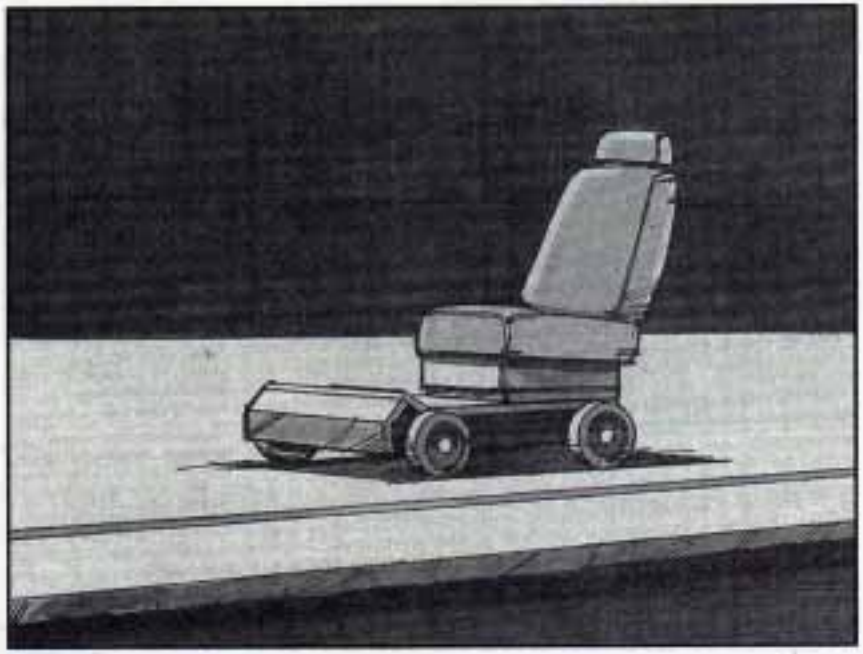
You never know if you'll be in a crash. If you do have a crash, you don't know if it will be a bad one.

A few crashes are mild, and some crashes can be so serious that even buckled up a person wouldn't survive. But most crashes are in between. In many of them, people who buckle up can survive and sometimes walk away. Without belts they could have been badly hurt or killed.

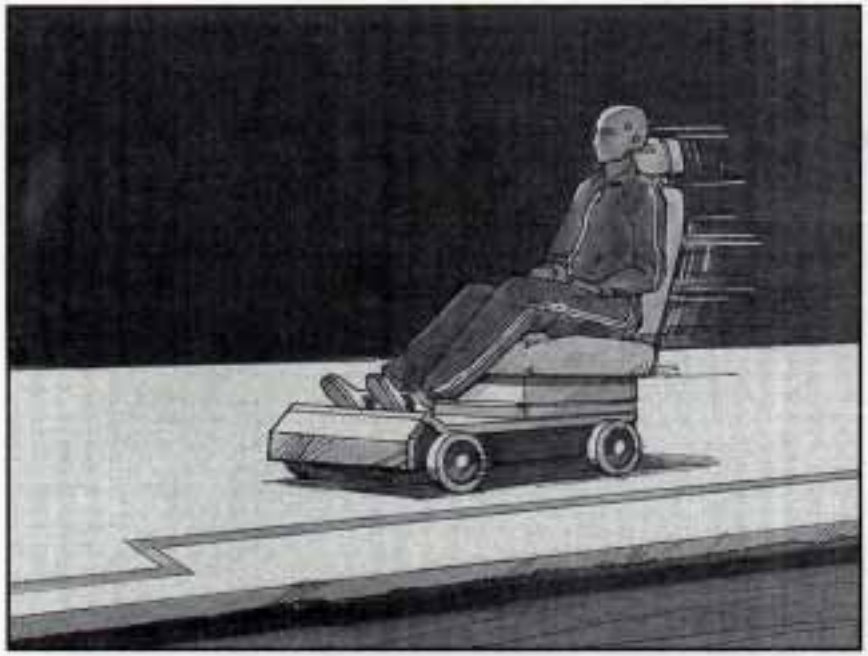
After more than 25 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter ... a lot!

Why Safety Belts Work

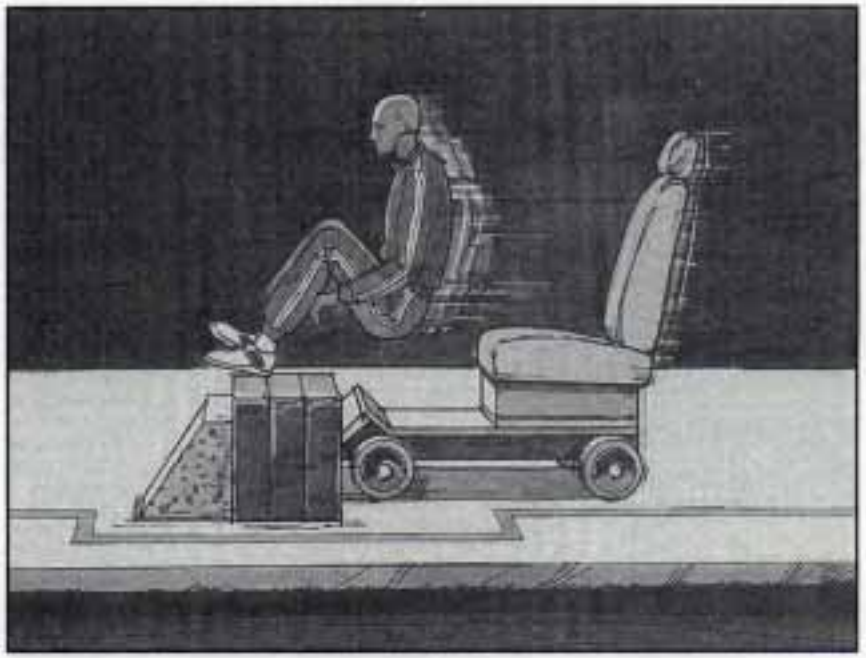
When you ride in or on anything, you go as fast as it goes.



Take the simplest vehicle. Suppose it's just a seat on wheels.



Put someone on it.

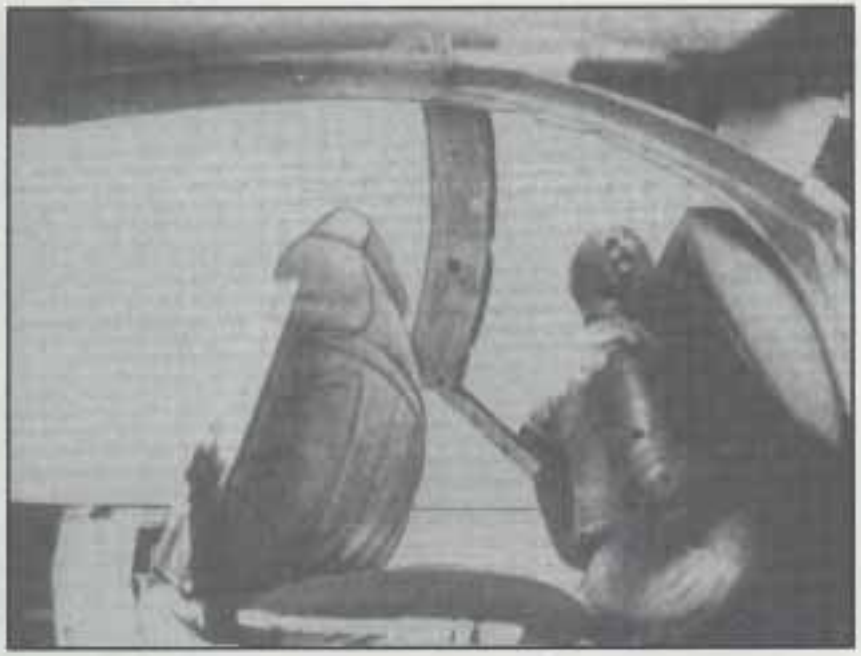


Get it up to speed. Then stop the vehicle. The rider doesn't stop.

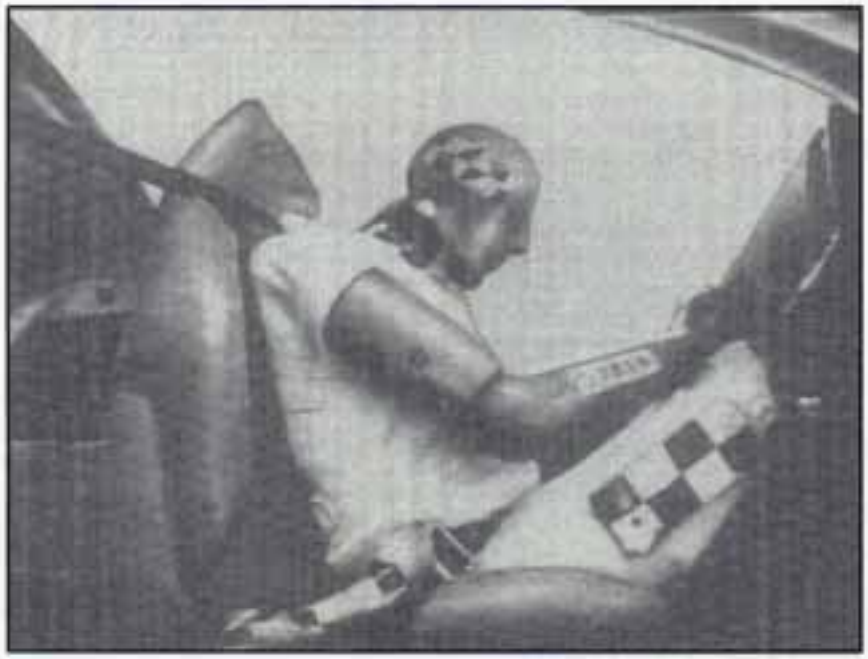


The person keeps going until stopped by something.

In a real vehicle, it could be the windshield ...



or the instrument panel ...



or the safety belts!

With safety belts, you slow down as the vehicle does. You get more time to stop. You stop over more distance, and your strongest bones take the forces. That's why safety belts make such good sense.

Here Are Questions Many People Ask About Safety Belts -- and the Answers

Q: Won't I be trapped in the vehicle after an accident if I'm wearing a safety belt?

A: You *could* be -- whether you're wearing a safety belt or not. But you can unbuckle a safety belt, even if you're upside down. And your chance of being conscious during and after an accident, so you *can* unbuckle and get out, is *much* greater if you are belted.

Q: Why don't they just put in air bags so people won't have to wear safety belts?

A: Air bags are in many vehicles today and will be in more of them in the future. But they are supplemental systems only; so they work *with* safety belts -- not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you're in a vehicle that has air bags, you still have to buckle up to get the most protection. That's true not only in frontal collisions, but especially in side and other collisions.

Q: If I'm a good driver, and I never drive far from home, why should I wear safety belts?

A: You may be an excellent driver, but if you're in an accident -- even one that isn't your fault -- you and your passengers can be hurt. Being a good driver doesn't protect you from things beyond your control, such as bad drivers.

Most accidents occur within 25 miles (40 km) of home. And the greatest number of serious injuries and deaths occur at speeds of less than 40 mph (65 km/h).

Safety belts are for everyone.

How to Wear Safety Belts Properly

Adults

This part is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and babies. If a child will be riding in your Buick, see the part of this manual called "Children." Follow those rules for everyone's protection.

First, you'll want to know which restraint systems your vehicle has.

We'll start with the driver position.

Driver Position

This part describes the driver's restraint system.

Lap-Shoulder Belt

The driver has a lap-shoulder belt. Here's how to wear it properly.

1. Close and lock the door.
2. Adjust the seat (to see how, see "Seats" in the Index) so you can sit up straight.





3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

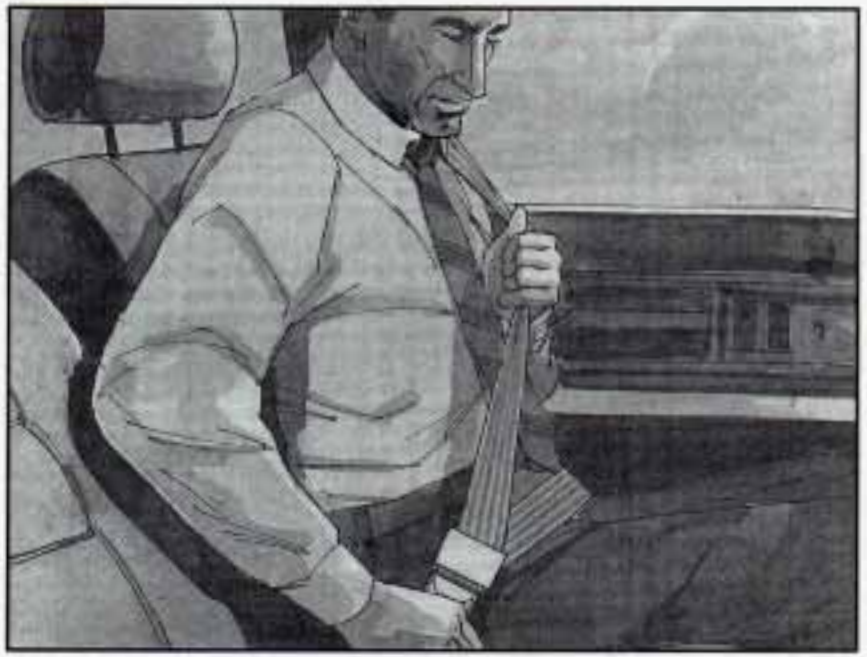
   The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

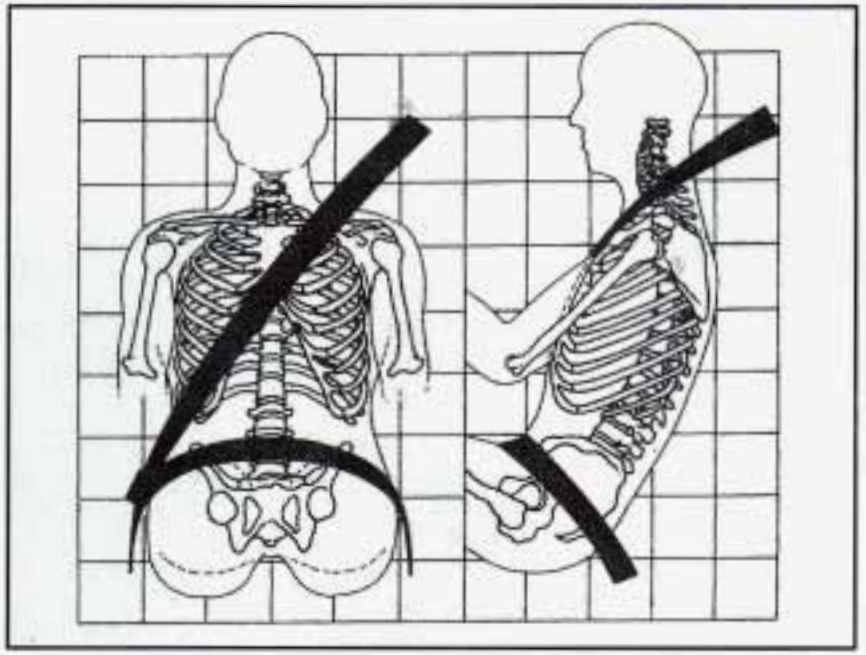
4. Push the latch plate into the buckle until it clicks.

If the belt stops before it reaches the buckle, tilt the latch plate and keep pulling until you can buckle the belt.

Pull up on the latch plate to make sure it is secure. If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



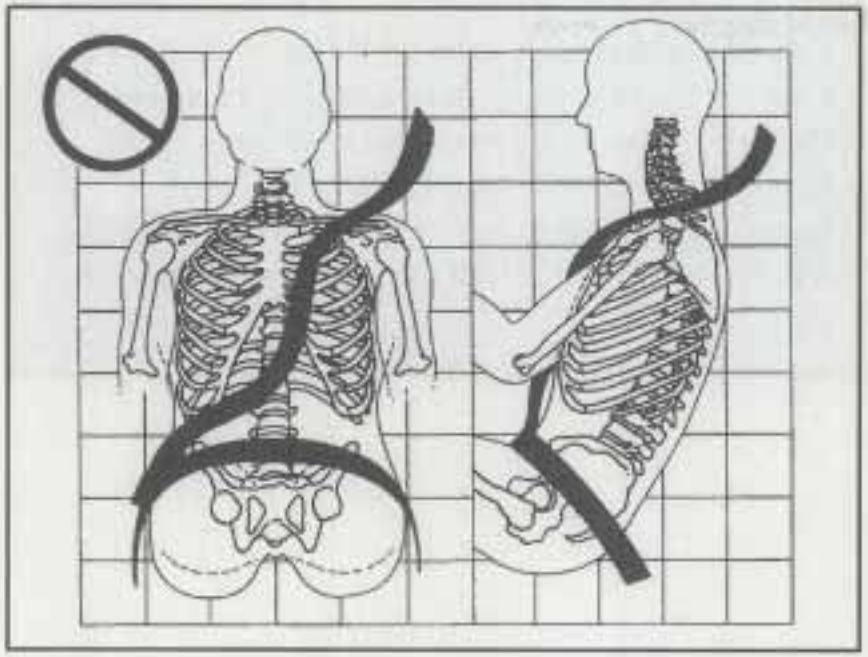


5. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder belt.

The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or crash, or if you pull the belt very quickly out of the retractor.

Q: **What's wrong with this?**

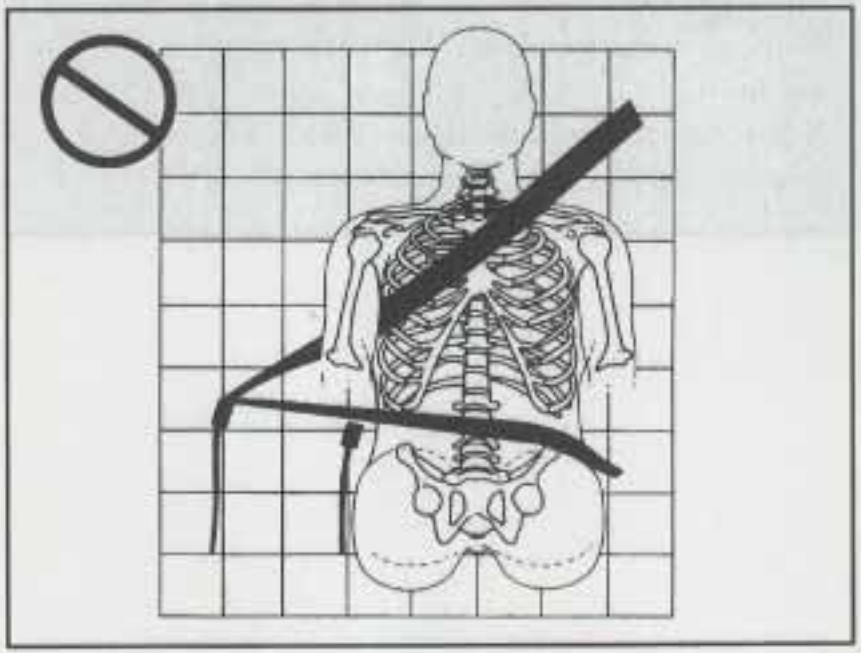


A: The shoulder belt is too loose. It won't give nearly as much protection this way.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.

Q: **What's wrong with this?**

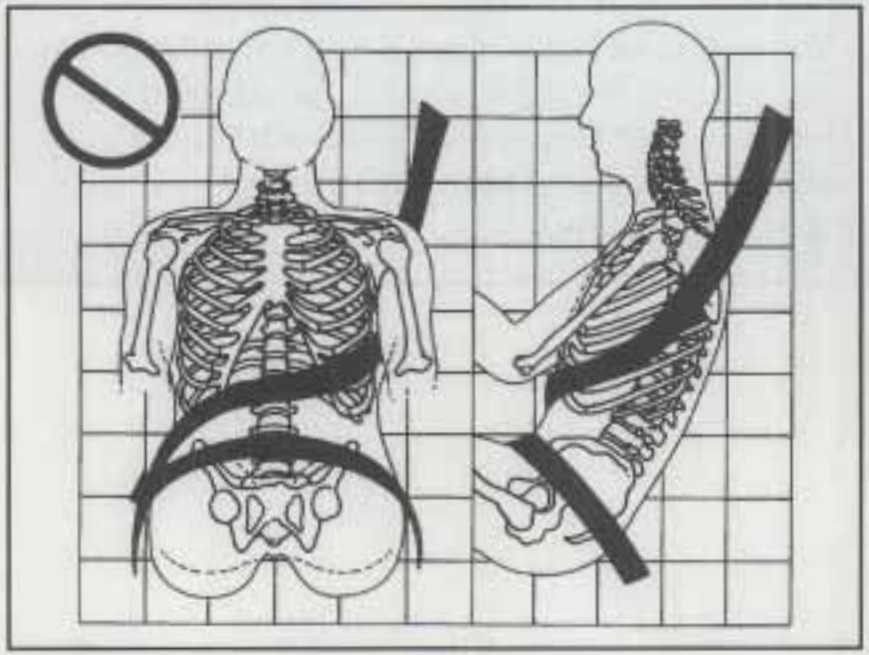


A: The belt is buckled in the wrong place.

⚠ CAUTION:

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not at the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

Q: **What's wrong with this?**

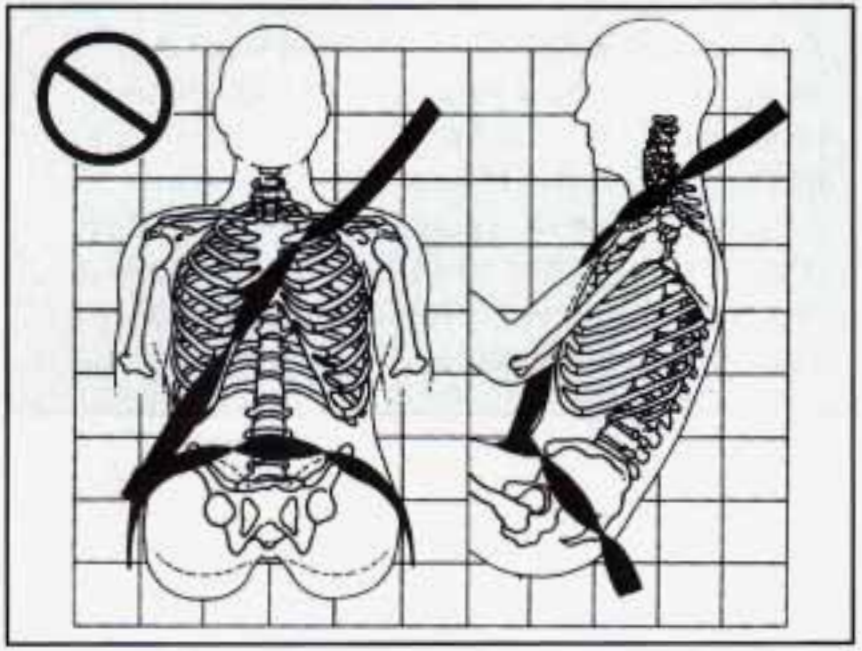


A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which aren't as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen.

Q: What's wrong with this?



A: The belt is twisted across the body.

⚠ CAUTION:

You can be seriously injured by a twisted belt. In a crash, you wouldn't have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer to fix it.

To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.



Before you close the door, be sure the belt is out of the way. If you slam the door on it, you can damage both the belt and your vehicle.

Supplemental Restraint System (SRS)

This part explains the Supplemental Restraint System (SRS), or air bag system.

Your Buick has two air bags -- one air bag for the driver and another air bag for the right front passenger.

Here are the most important things to know about the air bag system:

⚠ CAUTION:

You can be severely injured or killed in a crash if you aren't wearing your safety belt -- even if you have an air bag. Wearing your safety belt during a crash helps reduce your chance of hitting things inside the vehicle or being ejected from it. The air bag is only a "supplemental restraint." That is, it works with safety belts but doesn't replace them. Air bags are designed to work only in moderate to severe crashes where the front of your vehicle hits something. They aren't designed to inflate at all in rollover, rear, side, or low-speed frontal crashes. Everyone in your vehicle, including the driver, should wear a safety belt properly -- whether or not there's an air bag for that person.

⚠ CAUTION:

Air bags inflate with great force, faster than the blink of an eye. If you're too close to an inflating air bag, it could seriously injure you. Safety belts help keep you in position for an air bag inflation in a crash. Always wear your safety belt, even with an air bag. The driver should sit as far back as possible while still maintaining control of the vehicle.

⚠ CAUTION:

An inflating air bag can seriously injure small children. Always secure children properly in your vehicle. To read how, see the part of this manual called "Children" and the caution label on the right front passenger's safety belt.



There is an air bag readiness light on the instrument panel, which shows AIR BAG.

The system checks the air bag's electrical system for malfunctions. The light tells you if there is an electrical problem. See "Air Bag Readiness Light" in the Index for more information.

How the Air Bag System Works



Where is the air bag?

The driver's air bag is in the middle of the steering wheel.



The right front passenger's air bag is in the instrument panel on the passenger's side.

⚠ CAUTION:

Don't put anything on, or attach anything to, the steering wheel or instrument panel. Also, don't put anything (such as pets, or objects) between any occupant and the steering wheel or instrument panel. If something is between an occupant and an air bag, it could affect the performance of the air bag -- or worse, it could cause injury.

When should an air bag inflate?

The air bag is designed to inflate in moderate to severe frontal or near-frontal crashes. The air bag will inflate only if the impact speed is above the system's designed "threshold level." If your vehicle goes straight into a wall that doesn't move or deform, the threshold level is about 9 to 15 mph (14 to 24 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range. If your vehicle strikes something that will move or deform, such as a parked car, the threshold level will be higher. The air bag is not designed to inflate in rollovers, side impacts, or rear impacts, because inflation would not help the occupant.

In any particular crash, no one can say whether an air bag should have inflated simply because of the damage to a vehicle or because of what the repair costs were. Inflation is determined by the angle of the impact and the vehicle's deceleration. Vehicle damage is only one indication of this.

What makes an air bag inflate?

In a frontal or near-frontal impact of sufficient severity, the air bag sensing system detects that the vehicle is suddenly stopping as a result of a crash. The sensing system triggers a chemical reaction of the sodium azide sealed in the inflator. The reaction produces nitrogen gas, which inflates the air bag. The inflator, air bag, and related hardware are all part of the air bag modules packed inside the steering wheel and in the instrument panel in front of the right front passenger.

How does an air bag restrain?

In moderate to severe frontal or near-frontal collisions, even belted occupants can contact the steering wheel or the instrument panel. The air bag supplements the protection provided by safety belts. Air bags distribute the force of the impact more evenly over the occupant's upper body, stopping the occupant more gradually. But air bags would not help you in many types of collisions, including rollovers and rear and side impacts, primarily because an occupant's motion is not toward the air bag. Air bags should never be regarded as anything more than a supplement to safety belts, and then only in moderate to severe frontal or near-frontal collisions.

What will you see after an air bag inflates?

After the air bag inflates, it quickly deflates. This occurs so quickly that some people may not even realize the air bag inflated. Some components of the air bag module in the steering wheel hub for the driver's air bag, or the instrument panel for the right front passenger's bag, will be hot for a short time, but the part of the bag that comes into contact with you will not be hot to the touch. There will be some smoke and dust coming from vents in the deflated air bags. Air bag inflation will not prevent the driver from seeing or from being able to steer the vehicle, nor will it stop people from leaving the vehicle.

⚠ CAUTION:

When an air bag inflates, there is dust in the air. This dust could cause breathing problems for people with a history of asthma or other breathing trouble. To avoid this, everyone in the vehicle should get out as soon as it is safe to do so. If you have breathing problems but can't get out of the vehicle after an air bag inflates, then get fresh air by opening a window or door.

In many crashes severe enough to inflate an air bag, windshields are broken by vehicle deformation. Additional windshield breakage may also occur from the right front passenger air bag.

- The air bags are designed to inflate only once. After they inflate, you'll need some new parts for your air bag system. If you don't get them, the air bag system won't be there to help protect you in another crash. A new system will include air bag modules and possibly other parts. The service manual for your vehicle covers the need to replace other parts.
- Your vehicle is equipped with a diagnostic module, which records information about the air bag system.

The module records information about the readiness of the system, when the sensors are activated and driver's safety belt usage at deployment.

- Let only qualified technicians work on your air bag system. Improper service can mean that your air bag system won't work properly. See your dealer for service.

NOTICE:

If you damage the cover for the driver's or the right front passenger's air bag, they may not work properly. You may have to replace the air bag module in the steering wheel or both the air bag module and the instrument panel for the right front passenger's air bag. Do not open or break the air bag covers.

Servicing Your Air Bag-Equipped Buick

Air bags affect how your Buick should be serviced. There are parts of the air bag system in several places around your vehicle. You don't want the system to inflate while someone is working on your vehicle. Your Buick dealer and the 1995 Roadmaster Service Manual have information about servicing your vehicle and the air bag system. To purchase a service manual, see "Service Publications" in the Index.

The air bag system does not need regular maintenance.

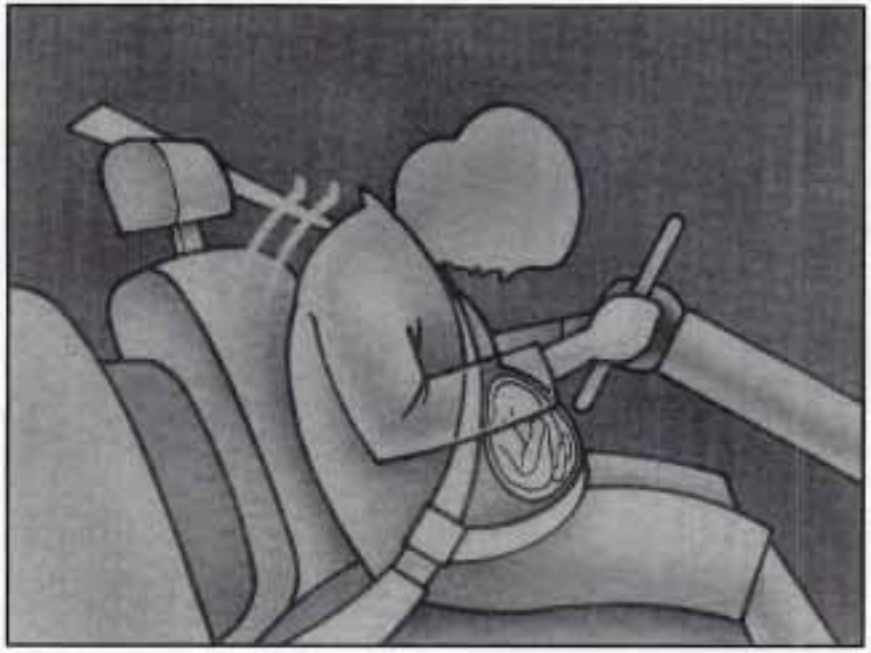
⚠ CAUTION:

For up to 10 seconds after the ignition key is turned off and the battery is disconnected, an air bag can still inflate during improper service. You can be injured if you are close to an air bag when it inflates. Avoid wires wrapped with yellow tape, or yellow connectors. They are probably part of the air bag system. Be sure to follow proper service procedures, and make sure the person performing work for you is qualified to do so.

Safety Belt Use During Pregnancy

Safety belts work for everyone, including pregnant women. Like all occupants, they are more likely to be seriously injured if they don't wear safety belts.

A pregnant woman should wear a lap-shoulder belt, and the lap portion should be worn as low as possible throughout the pregnancy.

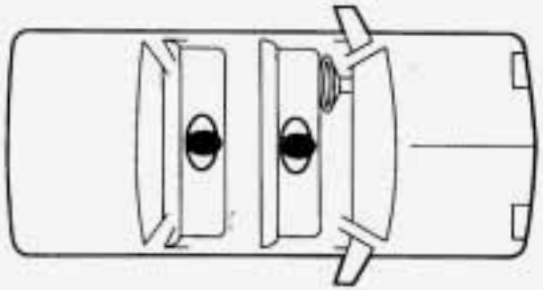


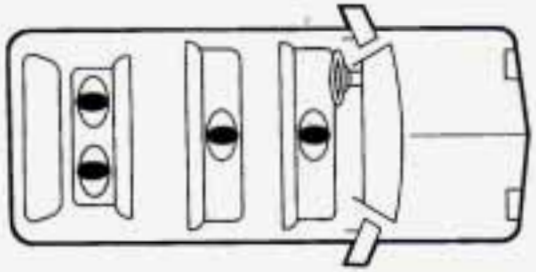
The best way to protect the fetus is to protect the mother. When a safety belt is worn properly, it's more likely that the fetus won't be hurt in a crash. For pregnant women, as for anyone, the key to making safety belts effective is wearing them properly.

Right Front Passenger Position

The right front passenger's safety belt works the same way as the driver's safety belt. See "Driver Position," earlier in this section.

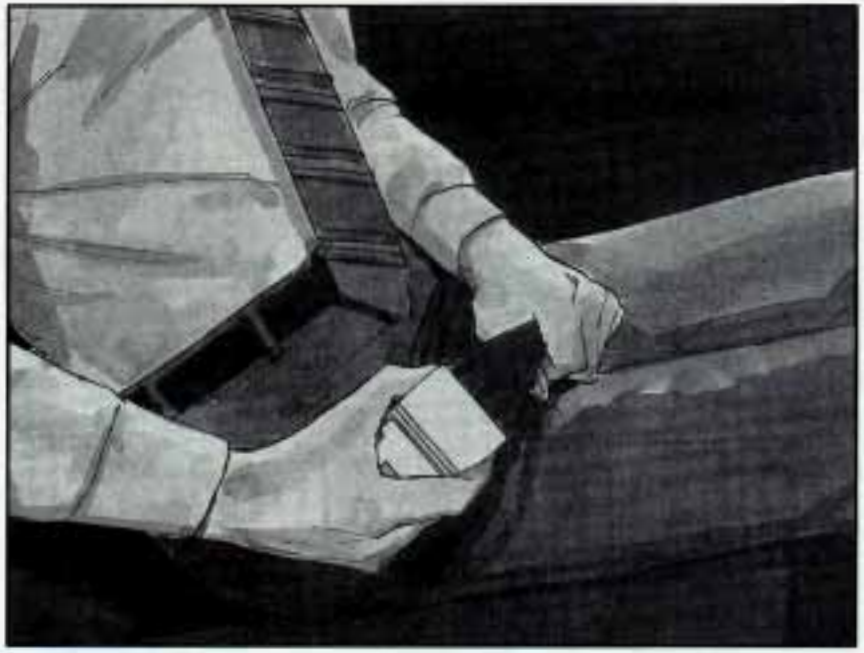
Center Passenger Position and Any Station Wagon Third Seat Passenger Position





Lap Belt

If your vehicle has a front split seat and a rear bench seat, someone can sit in the center positions.



When you sit in a center seating position or in a station wagon third seat, you have a lap safety belt, which has no retractor. To make the belt longer, tilt the latch plate and pull it along the belt.

To make the belt shorter, pull its free end as shown until the belt is snug.



Buckle, position and release it the same way as the lap part of a lap-shoulder belt. If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

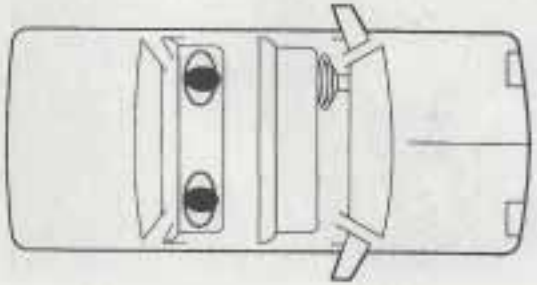
Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

Rear Seat Passengers

It's very important for rear seat passengers to buckle up! Accident statistics show that unbelted people in the rear seat are hurt more often in crashes than those who are wearing safety belts.

Rear passengers who aren't safety belted can be thrown out of the vehicle in a crash. And they can strike others in the vehicle who are wearing safety belts.

Rear Seat Outside Passenger Positions



Lap-Shoulder Belt

The positions next to the windows have lap-shoulder belts. Here's how to wear one properly.



1. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

   The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

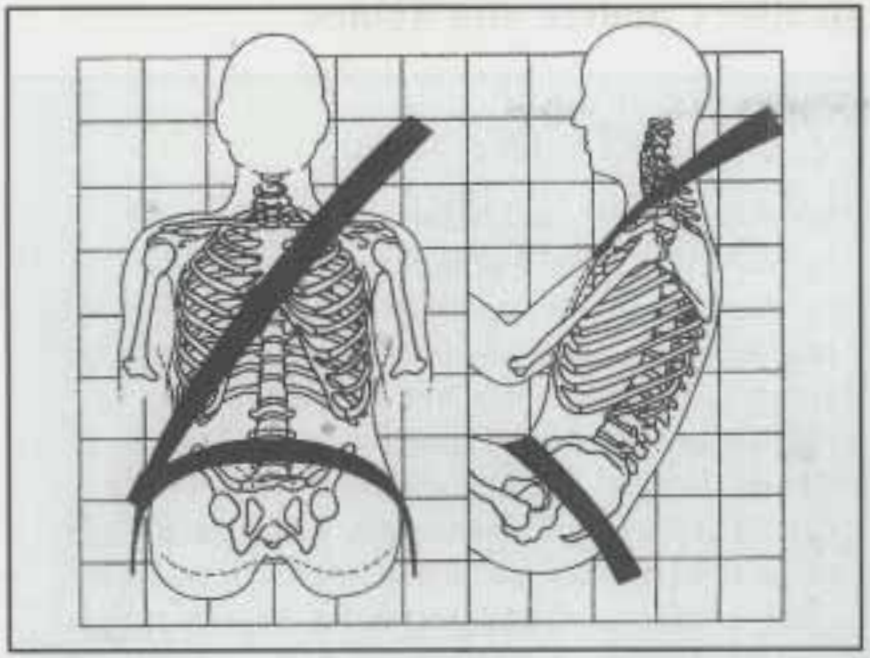
2. Push the latch plate into the buckle until it clicks.

   Pull up on the latch plate to make sure it is secure.

   If the belt is not long enough, see "Safety Belt Extender" at the end of this section. Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



3. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder part.

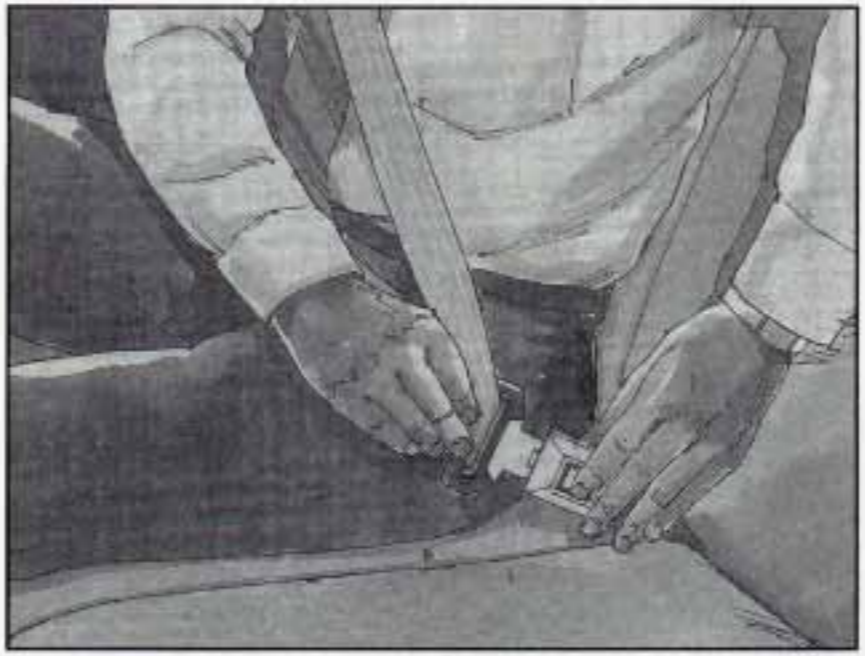


The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or a crash, or if you pull the belt very quickly out of the retractor.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.



To unlatch the belt, just push the button on the buckle.

Children

Everyone in a vehicle needs protection! That includes infants and all children smaller than adult size. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

Smaller Children and Babies

⚠ CAUTION:

Smaller children and babies should always be restrained in a child or infant restraint. The instructions for the restraint will say whether it is the right type and size for your child. A very young child's hip bones are so small that a regular belt might not stay low on the hips, as it should. Instead, the belt will likely be over the child's abdomen. In a crash the belt would apply force right on the child's abdomen, which could cause serious or fatal injuries. So, be sure that any child small enough for one is always properly restrained in a child or infant restraint.



CAUTION:

Never hold a baby in your arms while riding in a vehicle. A baby doesn't weigh much -- until a crash. During a crash a baby will become so heavy you can't hold it. For example, in a crash

CAUTION: (Continued)

CAUTION: (Continued)

at only 25 mph (40 km/h), a 12-pound (5.5 kg) baby will suddenly become a 240-pound (110 kg) force on your arms. The baby would be almost impossible to hold.

Secure the baby in an infant restraint.



Child Restraints

Be sure to follow the instructions for the restraint. You may find these instructions on the restraint itself or in a booklet, or both. These restraints use the belt system in your vehicle, but the child also has to be secured within the restraint to help reduce the chance of personal injury. The instructions that come with the infant or child restraint will show you how to do that.

Where to Put the Restraint

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat. We at General Motors therefore recommend that you put your child restraint in the rear seat. *Never* put a rear-facing child restraint in the front passenger seat. Here's why:

⚠ CAUTION:

A child in a rear-facing child restraint can be seriously injured if the right front passenger's air bag inflates. This is because the back of a rear-facing child restraint would be very close to the inflating air bag. Always secure a rear-facing child restraint in the rear seat.

You may, however, secure a forward-facing child restraint in the right front seat. Before you secure a forward-facing child restraint, always move the front passenger seat as far back as it will go. Or, secure the child restraint in the rear seat.

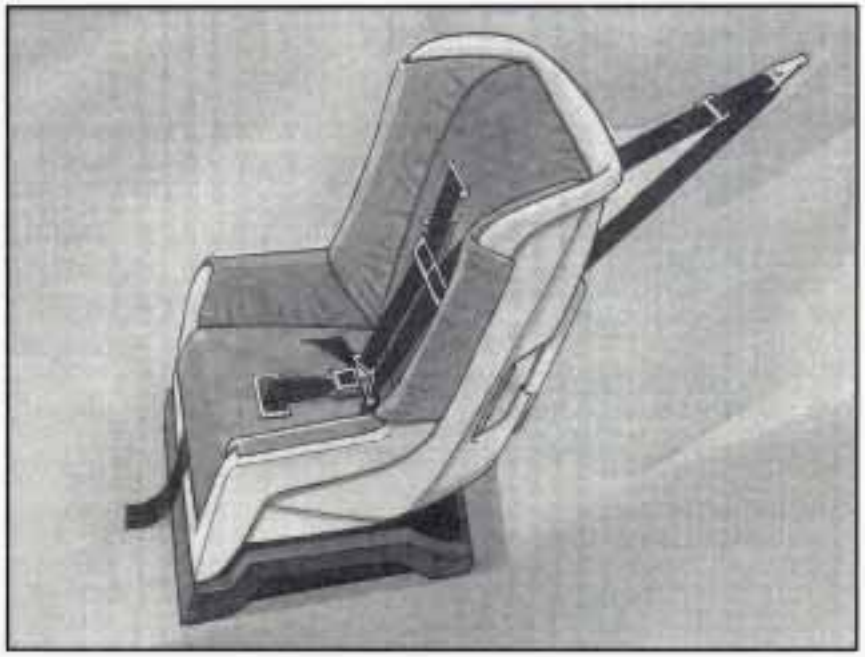
⚠ CAUTION:

A child in a child restraint in the center front seat can be badly injured by the passenger air bag if it inflates. Never use a child restraint in the center front seat. It's always better to secure a child restraint in the rear seat. You may, however, secure a forward-facing child restraint in the right front passenger seat, but only with the seat moved all the way back.

Wherever you install it, be sure to secure the child restraint properly.

Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in your vehicle -- even when no child is in it.

Top Strap



If your child restraint has a top strap, it should be anchored.

If you need to have an anchor installed, you can ask your Buick dealer to put it in for you. If you want to install an anchor yourself, your dealer can tell you how to do it.

If you want to use a child restraint with a top strap in the second seat of a station wagon, have your dealer install a combination anchor-tether belt to which the top strap can be hooked.

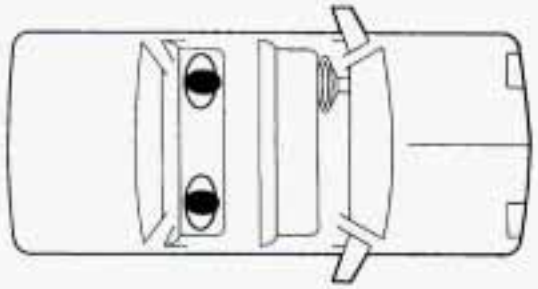
For cars first sold in Canada, child restraints with a top strap must be anchored according to Canadian Law.

For sedans first sold in Canada, your dealer can obtain the hardware kit and install it for you, or you may install it yourself using the instructions provided in the kit.

Use the tether hardware kit available from the dealer. The hardware and installation instructions were specifically designed for this vehicle.

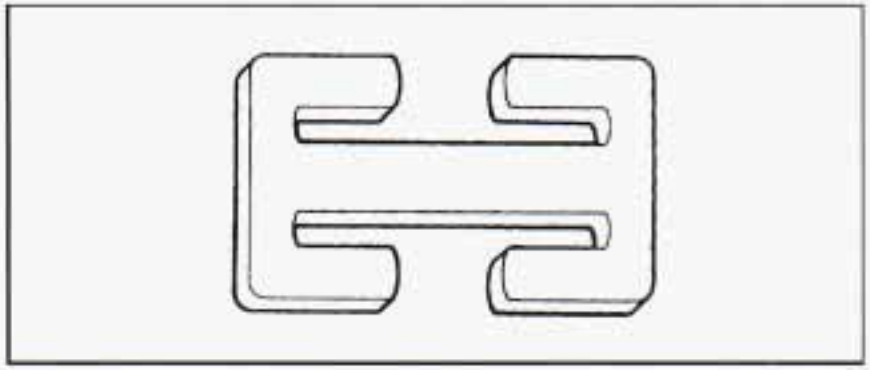
Station wagons first sold in Canada already have a combination anchor-tether belt installed for each position on the second seat. These belts are attached to the anchors for the third seat safety belts. The child restraint top strap should be hooked to one of these combination anchor-tether belts.

Securing a Child Restraint in a Rear Outside Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

You'll need a safety locking clip to properly secure a child restraint in this position. You can get a locking clip where child restraints are sold, or from your Buick dealer (GM Part Number 94844571). The locking clip must be the same as the one shown here.

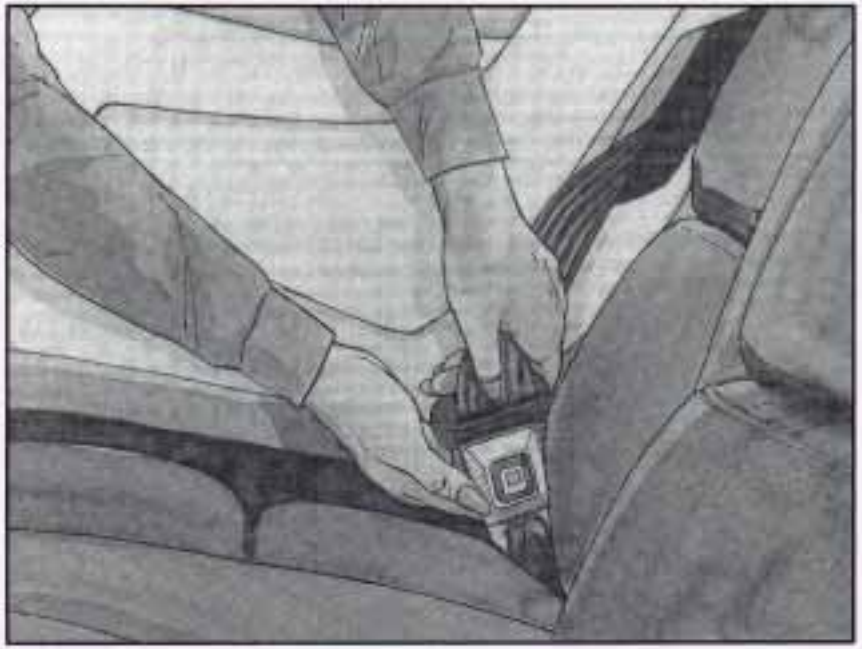


Until you have this clip, secure a child restraint only in a seat that has a separate lap belt (and a way to anchor a top strap, if the child restraint has one). See the following part about securing a child restraint in a center position. Once you have the clip, follow these instructions:

1. Put the restraint on the seat. Follow the instructions for the child restraint.
2. Secure the child in the child restraint as the instructions say.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

   If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.

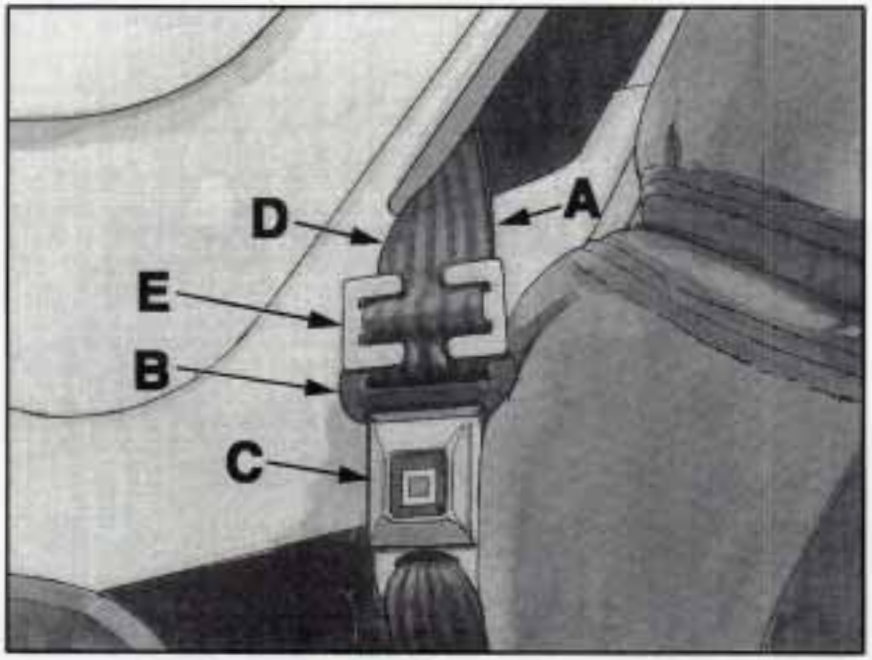
4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Then thread both the lap and shoulder belt portions through the locking clip.

⚠ CAUTION:

If a locking clip is not used or is not installed properly, the child restraint may move or tip over when your vehicle turns or stops quickly. The child or others could be injured. When you secure a child restraint with a lap-shoulder belt, always thread both the lap and shoulder belt portions through a locking clip.



A. Lap Belt Portion

B. Latch Plate

C. Buckle

D. Shoulder Belt Portion

E. Locking Clip

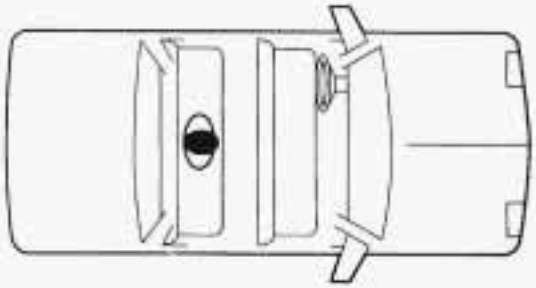
6. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and remove the locking clip. Let the safety belt go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

⚠ CAUTION:

When not used with a child restraint seat, a safety belt with a child restraint locking clip still attached can cause serious injury in a crash. Always remove the clip when you are not using it with a child restraint.

Securing a Child Restraint in the Center Rear Seat Position



You'll be using the lap belt.

> **⚠ CAUTION:**
>
> **A child in a child restraint in the center front seat can be badly injured by the right front passenger air bag if it inflates. Never secure a child restraint in the center front seat. It's always better to secure a child restraint in the rear seat. You may, however, secure a forward-facing child restraint in the right front passenger seat, but only with the seat moved all the way back.**

See the earlier part about the top strap if the child restraint has one.

1. Make the belt as long as possible by tilting the latch plate and pulling it along the belt.



2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.

4. Run the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



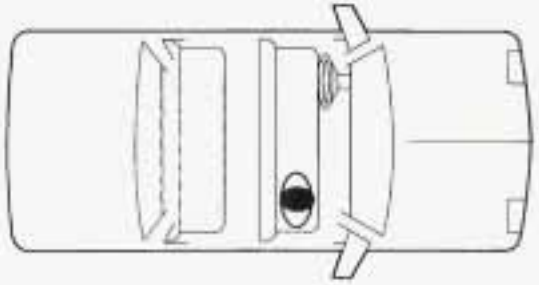
5. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

6. To tighten the belt, pull its free end while you push down on the child restraint.

7. Push and pull the child restraint in different directions to be sure it is secure. If the child restraint isn't secure, turn the latch plate over and buckle it again. Then see if it is secure. If it isn't, secure the restraint in a different place in the vehicle and contact the child restraint maker for their advice about how to attach the child restraint properly.

To remove the child restraint, just unbuckle the vehicle's safety belt. It will be ready to work for an adult or larger child passenger.

Securing a Child Restraint in the Right Front Seat Position



Your vehicle has a right front passenger air bag. *Never* put a rear-facing child restraint in this seat. Here's why:

> **⚠ CAUTION:**
>
> **A child in a rear-facing child restraint can be seriously injured if the right front passenger's air bag inflates. This is because the back of a rear-facing child restraint would be very close to the inflating air bag. Always secure a rear-facing child restraint in the rear seat.**

You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

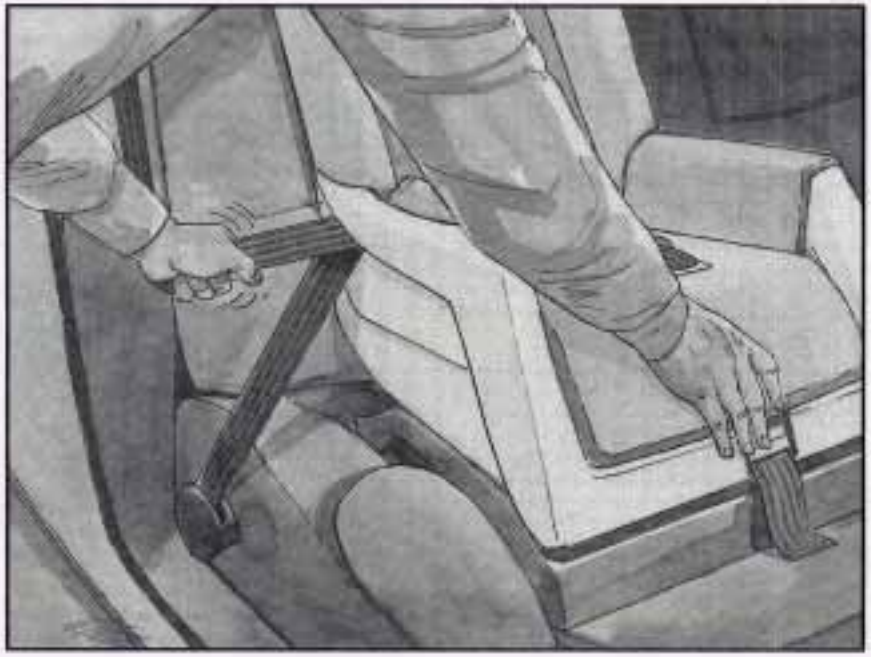
1. Because your vehicle has a right front passenger air bag, always move the seat as far back as it will go before securing a forward-facing child restraint. (See "Seats" in the Index.)
2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.
4. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how. Tilt the latch plate to adjust the belt if needed.

   If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.



5. Buckle the belt.

Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



6. To tighten the belt, pull up on the shoulder belt while you push down on the child restraint.
7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way.

The safety belt will move freely again and be ready to work for an adult or larger child passenger.

Larger Children



Children who have outgrown child restraints should wear the vehicle's safety belts.

If you have the choice, a child should sit next to a window so the child can wear a lap-shoulder belt and get the additional restraint a shoulder belt can provide.

Accident statistics show that children are safer if they are restrained in the rear seat. But they need to use the safety belts properly.

- Children who aren't buckled up can be thrown out in a crash.
- Children who aren't buckled up can strike other people who are.



⚠ CAUTION:

Never do this.

Here two children are wearing the same belt. The belt can't properly spread the impact forces. In a crash, the two children can be crushed together and seriously injured. A belt must be used by only one person at a time.

Q: What if a child is wearing a lap-shoulder belt, but the child is so small that the shoulder belt is very close to the child's face or neck?

A: Move the child toward the center of the vehicle, but be sure that the shoulder belt still is on the child's shoulder, so that in a crash the child's upper body would have the restraint that belts provide. If the child is so small that the shoulder belt is still very close to the child's face or neck, you might want to place the child in the center seat position, the one that has only a lap belt.



⚠ CAUTION:

Never do this.
Here a child is sitting in a seat that has a lap-shoulder belt, but the shoulder part is behind

CAUTION: (Continued)

CAUTION: (Continued)

the child. If the child wears the belt in this way, in a crash the child might slide under the belt. The belt's force would then be applied right on the child's abdomen. That could cause serious or fatal injuries.

Wherever the child sits, the lap portion of the belt should be worn low and snug on the hips, just touching the child's thighs. This applies belt force to the child's pelvic bones in a crash.

Safety Belt Extender

If the vehicle's safety belt will fasten around you, you should use it.

But if a safety belt isn't long enough to fasten, your dealer will order you an extender. It's free. When you go in to order it, take the heaviest coat you will wear, so the extender will be long enough for you. The extender will be just for you, and just for the seat in your vehicle that you choose. Don't let someone else use it, and use it only for the seat it is made to fit. To wear it, just attach it to the regular safety belt.

Checking Your Restraint Systems

Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any other loose or damaged restraint system parts. If you see anything that might keep a restraint system from doing its job, have it repaired.

Torn or frayed belts may not protect you in a crash. They can rip apart under impact forces. If a belt is torn or frayed, get a new one right away.

Replacing Seat and Restraint System Parts After a Crash

If you've had a crash, do you need new belts?

After a very minor collision, nothing may be necessary. But if the belts were stretched, as they would be if worn during a more severe crash, then you need new belts.

If you ever see a label on the driver's or the right front passenger's safety belt that says to replace the belt, be sure to do so. Then the new belt will be there to help protect you in an accident. You would see this label on the belt near the door opening.



If belts are cut or damaged, replace them. Collision damage also may mean you will need to have safety belt or seat parts repaired or replaced. New parts and repairs may be necessary even if the belt wasn't being used at the time of the collision.

NOTES

Section 2 Features and Controls

Here you can learn about the many standard and optional features on your Buick, and information on starting, shifting and braking. Also explained are the instrument panel and the warning systems that tell you if everything is working properly -- and what to do if you have a problem.



Keys

⚠ CAUTION:

Leaving young children in a vehicle with the ignition key is dangerous for many reasons. A child or others could be badly injured or even killed.

They could operate power windows or other controls or even make the vehicle move. Don't leave the keys in a vehicle with young children.



The ignition keys are for the ignition only.

The ignition keys come with a bar code tag attached to them. Your dealer or a qualified locksmith by reading the number on the bar code tag can then make extra ignition keys.



The door keys are for the doors and all other locks.

Your door keys have plugs. Each plug has a code on it that tells your dealer or a qualified locksmith how to make extra keys.

When a new Roadmaster is delivered, the dealer removes the plugs from the keys, and gives them to the first owner.

There are 15 alternative ignition PASS-Key® II blanks to help discourage theft. Keep the bar code tag and the door key plugs in a safe place. If you lose your keys, you will be able to have new ones made easily using the plug or number on the bar code tag.

NOTICE:

Your Buick has a number of new features that can help prevent theft. But you can have a lot of trouble getting into your vehicle if you ever lock your keys inside. You may even have to damage your vehicle to get in. So be sure you have extra keys.

Door Locks

⚠ CAUTION:

Unlocked doors can be dangerous.

Passengers -- especially children -- can easily open the doors and fall out. When a door is locked, the inside handle won't open it.

CAUTION: (Continued)

CAUTION: (Continued)

Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle.

This may not be so obvious: You increase the chance of being thrown out of the vehicle in a crash if the doors aren't locked. Wear safety belts properly, lock your doors, and you will be far better off whenever you drive your vehicle.

There are several ways to lock and unlock your vehicle:

From the outside, use your door key or Keyless Entry System if you have this option.



From the inside, to lock the door, slide the lock control down.

To unlock the door, slide the lock control up.

Power Door Locks

Press the power door lock switch to lock or unlock all the doors at once.

Programmable Automatic Door Locks (Option)

If you have automatic door locks, close your doors, turn on the ignition and move your shift lever out of PARK (P). All the doors will lock. If someone needs to get out while you're in a drive position, have that person use the manual or power lock. If you have your foot on the brake, the door(s) will lock automatically.

When you stop and move your shift lever into PARK (P), your doors will unlock.

You can have the automatic door lock feature programmed to remain locked after you shift into PARK (P). See your Buick dealer if you want the automatic door locks reprogrammed.

Rear Door Security Lock

Your Buick is equipped with rear door security locks that help prevent passengers from opening the rear doors of your vehicle from the inside. To use one of these locks:

1. Move the lever all the way down.
2. Close the door.
3. Do the same thing to the other rear door lock.

The rear doors of your vehicle cannot be opened from inside when this feature is in use. If you want to open a rear door when the security lock is on:

1. Unlock the door from the inside.
2. Then open the door from the outside.

If you don't cancel the security lock feature, adults or older children who ride in the rear won't be able to open the rear door from the inside. You should let adults and older children know how these security locks work, and how to cancel the locks.

To cancel the rear door lock:

1. Unlock the door from the inside and open the door from the outside.



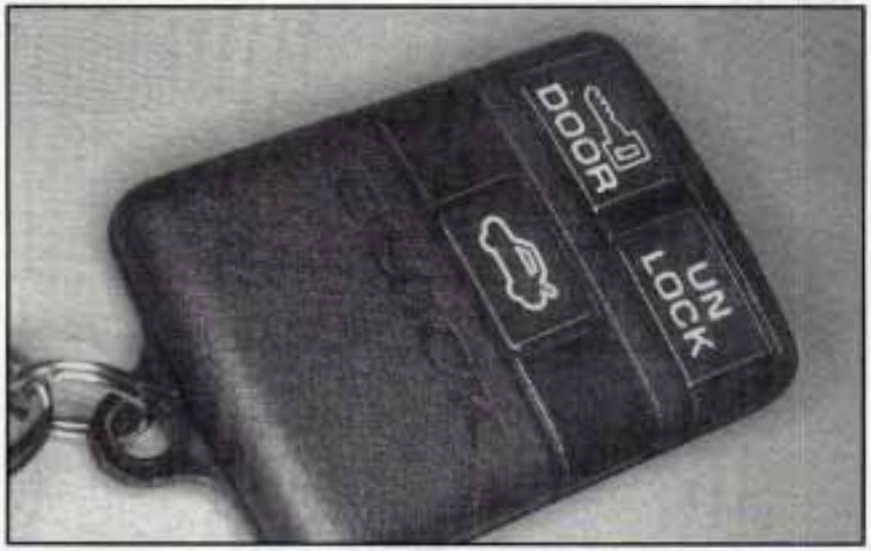
2. Move the lever all the way up.
3. Do the same for the other rear door.

The rear door locks will now work normally.

Leaving Your Vehicle

If you are leaving the vehicle, take your keys, open your door and set the locks from inside. Then get out and close the door.

Remote Keyless Entry System (Option)



If your Buick has this option, you can lock and unlock your doors or unlock your trunk or tailgate from up to 30 feet (9 m) using the key chain transmitter supplied with your vehicle.

Your Remote Keyless Entry System operates on a radio frequency subject to Federal Communications Commission (FCC) Rules.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

Should interference to this system occur, try this:

- Check to determine if battery replacement is necessary. See the instructions on battery replacement.
- Check the distance. You may be too far from your vehicle. This product has a maximum range.
- Check the location. Other vehicles or objects may be blocking the signal.
- See your Buick dealer or a qualified technician for service.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

Operation

The driver's door will unlock when UNLOCK is pressed. Press it again quickly and all the doors will unlock. The door courtesy lamps will also come on. All doors will lock when DOOR is pressed. The trunk or tailgate will unlock when the opened trunk symbol is pressed, but only when the transmission is in PARK (P).

Matching Transmitter(s) To Your Vehicle

Each key chain transmitter is coded to prevent another transmitter from unlocking your vehicle. If a transmitter is lost or stolen, a replacement can be purchased through your dealer. Remember to bring any remaining transmitters with you when you go to your dealer. When the dealer matches the replacement transmitter to your vehicle, the remaining transmitters must also be matched. Once the new transmitter is coded, the lost transmitter will not unlock your vehicle.

You can match a transmitter to as many different vehicles as you own, provided they are equipped with *exactly the same model system.* (General Motors offers several different models of these systems on their vehicles.) Each vehicle can have only two transmitters matched to it.

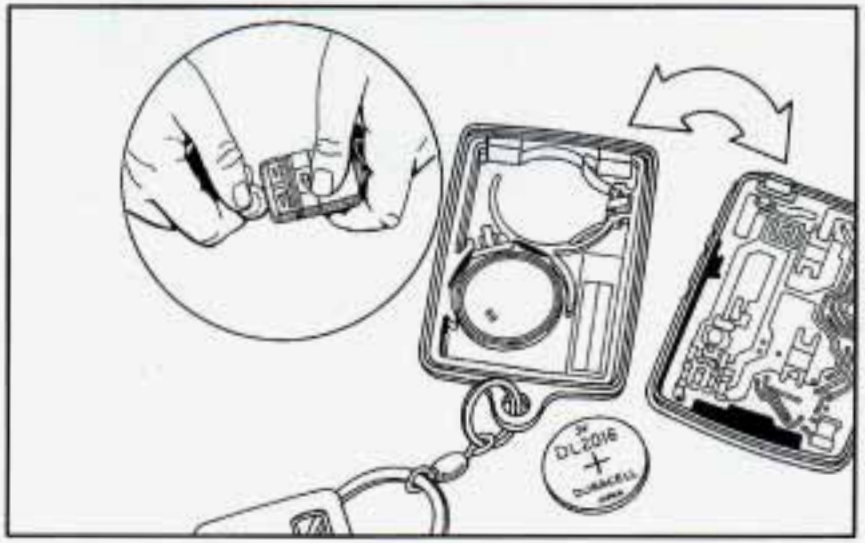
See your dealer to match transmitters to another vehicle.

Battery Replacement

Under normal use, the batteries in your key chain transmitter should last about two years.

You can tell the batteries are weak if the transmitter won't work at the normal range in any location. If you have to get close to your vehicle before the transmitter works, it's probably time to change the batteries.

For battery replacement, use two Duracell® batteries, type DL-2016, or a similar type.



To replace the batteries:

1. If your transmitter has a screw, remove the screw from the back cover. If there is no screw, carefully pry off the cover by inserting a dime (or similar object) in the slot between the covers and twisting.
2. Lift off the front cover, bottom half first.
3. Remove and replace the batteries. Put them in as indicated by the directions under the batteries.
4. Replace the front cover. Make sure the cover is on tightly, so water won't get in. Replace the screw in the back cover, if there is one. If there is no screw, snap together.
5. Check the operation of the transmitter.

Automatic Pull-Down Feature (Option)

If you have this feature, it pulls the trunk lid closed. This allows you to gently push the trunk lid down and the pull-down feature then secures it completely.

⚠ CAUTION:

Your car may have an automatic pull-down feature that helps close the trunk electronically. Your fingers can be trapped under the trunk lid as it goes down. Your fingers could be injured, and you would need someone to help you free them. Keep your fingers away from the trunk lid as you close it and as it is going down.

NOTICE:

Do not slam your trunk lid down if you have the pull-down feature. If you do, you may damage the pull-down system.

Remote Trunk Release



The security switch in the glove box must be ON for the TRUNK button to work.



The TRUNK button is to the left of the steering column. Press it to open the trunk from inside your vehicle.

When the trunk security switch is turned OFF, the trunk can only be opened with the key or the Remote Keyless Entry System if you have this option.

⚠ CAUTION:

It can be dangerous to drive with the trunk, rear window and/or tailgate open because carbon monoxide (CO) gas can come into your vehicle. You can't see or smell CO. It can cause unconsciousness and even death.

If you must drive with the trunk, rear window and/or tailgate open or if electrical wiring or other cable connections must pass through the seal between the body and the trunk, rear window and/or tailgate:

- **Make sure all windows are shut.**
- **Turn the fan on your heating or cooling system to its highest speed with the setting on VENT. That will force outside air into your vehicle. See "Comfort Controls" in the Index.**
- **If you have air outlets on or under the instrument panel, open them all the way.**

See "Engine Exhaust" in the Index.

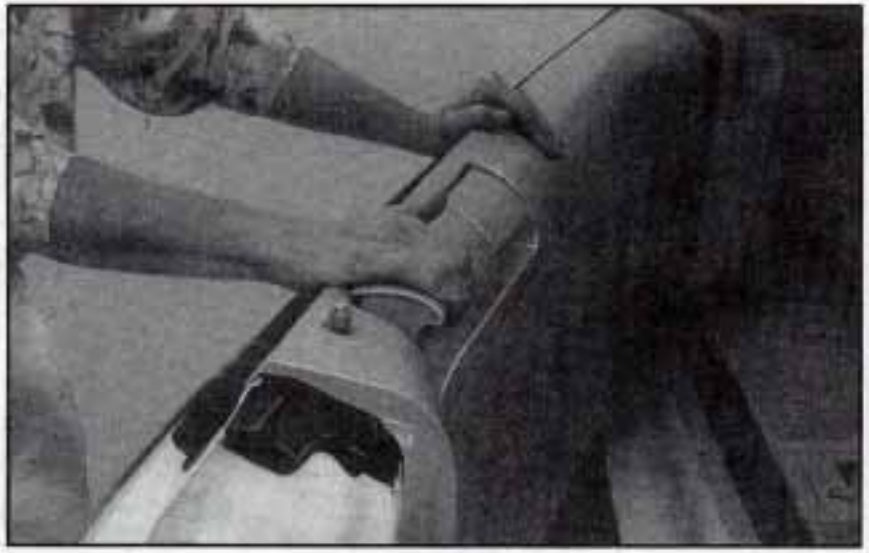
Tailgate Operation (Wagon)

The tailgate can be opened like a regular door or like a drop-gate.

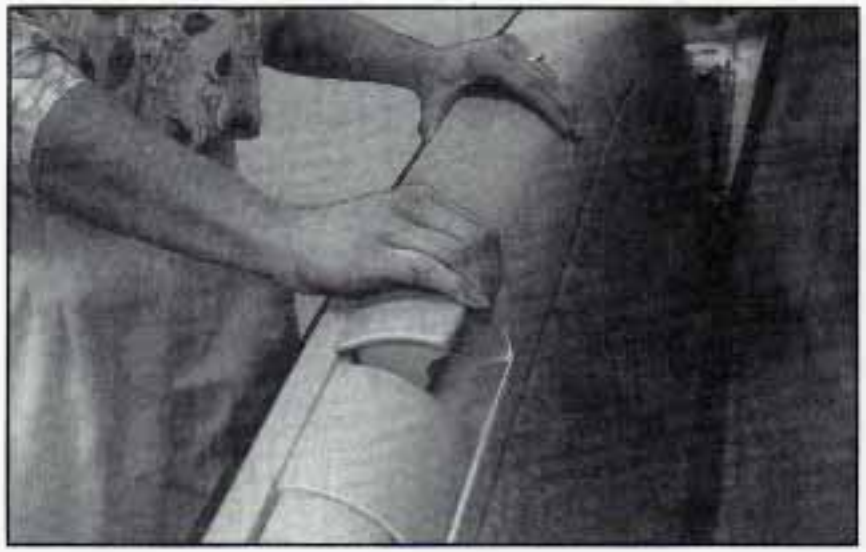
The tailgate and tailgate window must first be unlocked. The tailgate is unlocked by using the power door lock controls, the oval key in the lock or the Remote Keyless Entry System if you have it.



Once the tailgate has been unlocked, you can unlatch the tailgate window by pushing the key cylinder button all the way in. Then, raise the window.



To open the tailgate like a regular door, pull up on the handle that is near the end of the tailgate, on the passenger's side.



To open it like a drop-gate, just reach inside and pull up on the handle that is located near the center of the tailgate. Lower the tailgate all the way down.

If the tailgate on your vehicle does not open as a drop-gate, it may not be fully latched as a door. Your GATE AJAR light will be on if the tailgate isn't completely closed as a door.

The tailgate is designed not to open as a drop-gate when it is already open as a door. Also, the tailgate will not open as a door when it is already open as a drop-gate. Check to see if the tailgate is unlocked, then open and close it as a door until the lower latch closes, and the GATE AJAR light goes out.

You can lock the tailgate by putting the round key in the lock and turning it to the right. Or, you can press down on the lock button.

To close the window, pull it down against the tailgate and press firmly until it latches.

Remote Tailgate Release (Wagon)



Press the top of the REAR WINDOW switch to unlock the rear window only when the vehicle is in PARK (P) or NEUTRAL (N).

You can also unlock the rear window by using the oval key in the lock near the window. This also unlocks the tailgate.

⚠ CAUTION:

It can be dangerous to drive with the trunk, rear window and/or tailgate open because carbon monoxide (CO) gas can come into your vehicle. You can't see or smell CO. It can cause unconsciousness and even death.

If you must drive with the trunk, rear window and/or tailgate open or if electrical wiring or other cable connections must pass through the seal between the body and the trunk, rear window and/or tailgate:

- **Make sure all windows are shut.**
- **Turn the fan on your heating or cooling system to its highest speed with the setting on VENT. That will force outside air into your vehicle. See "Comfort Controls" in the Index.**
- **If you have air outlets on or under the instrument panel, open them all the way.**

See "Engine Exhaust" in the Index.

Theft

Vehicle theft is big business, especially in some cities. Although your Buick has a number of theft deterrent features, we know that nothing we put on it can make it impossible to steal. However, there are ways you can help.

Key in the Ignition

If you walk away from your vehicle with the keys inside, it's an easy target for joy riders or professional thieves -- so don't do it.

When you park your Buick and open the driver's door, you'll hear a chime reminding you to remove your key from the ignition and take it with you. Always do this. Your steering wheel will be locked, and so will your ignition and transmission. And remember to lock the doors.

Parking at Night

Park in a lighted spot, close all windows and lock your vehicle. Remember to keep your valuables out of sight. Put them in a storage area, or take them with you.

Parking Lots

If you park in a lot where someone will be watching your vehicle, it's best to lock it up and take your keys. But what if you have to leave your ignition key? What if you have to leave something valuable in your vehicle?

- Put your valuables in a storage area, like your trunk or glove box.
- Lock the glove box.
- Lock all the doors except the driver's.
- Then take the door key with you.

PASS-Key®II



Your vehicle is equipped with the PASS-Key®II (Personalized Automotive Security System) theft deterrent system. PASS-Key®II is a passive theft deterrent system.

This means you don't have to do anything different to arm or disarm the system. It works when you insert or remove the key from the ignition. PASS-Key®II uses a resistor pellet in the ignition key that matches a decoder in your vehicle.

When the PASS-Key®II system senses that someone is using the wrong key, it shuts down the vehicle's starter and fuel systems. For about three minutes, the starter won't work and fuel won't go to the engine. If someone tries to start your vehicle again or uses another key during this time, the vehicle will not start. This discourages someone from randomly trying different keys with different resistor pellets in an attempt to make a match.

The ignition key must be clean and dry before it's inserted in the ignition or the engine may not start. If the engine does not start and the PASS KEY light comes on, the key may be dirty or wet. Turn the ignition off.

Clean and dry the key. Wait about three minutes and try again. The PASS KEY light may remain on during this time. If the starter still won't work, and the key appears to be clean and dry, wait about three minutes and try another ignition key. At this time, you may also want to check the fuse (see "Fuses and Circuit Breakers" in the Index). If the starter won't work with the other key, your vehicle needs service. If your vehicle does start, the first ignition key may be faulty. See your Buick dealer or a locksmith who can service the PASS-Key®II.

If you accidentally use a key that has a damaged or missing resistor pellet, the starter won't work and the PASS KEY light will come on. But you don't have to wait three minutes before trying another ignition key.

See your Buick dealer or a locksmith who can service the PASS-Key®II to have a new key made.

If you're ever driving and and the PASS KEY light comes on and stays on, you will be able to restart your engine if you turn it off. Your PASS-Key®II system, however, is not working properly and must be serviced by your Buick dealer. Your vehicle is not protected by the PASS-Key®II system.

If you lose or damage a PASS-Key®II ignition key, see your Buick dealer or a locksmith who can service PASS-Key®II to have a new key made.

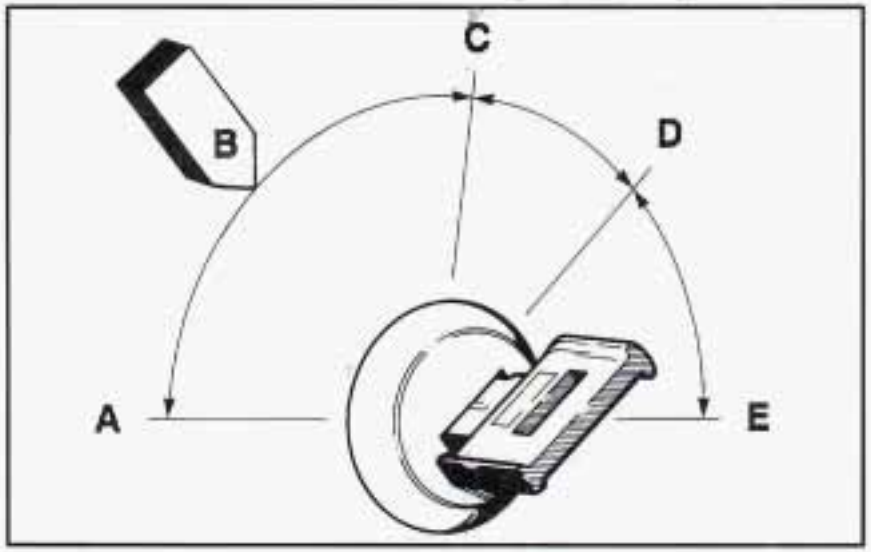
New Vehicle "Break-In"

NOTICE:

Your modern Buick doesn't need an elaborate "break-in." But it will perform better in the long run if you follow these guidelines:

- **Keep your speed at 55 mph (88 km/h) or less for the first 500 miles (804 km).**
- **Don't drive at any one speed -- fast or slow -- for the first 500 miles (804 km). Don't make full-throttle starts.**
- **Avoid making hard stops for the first 200 miles (322 km) or so. During this time your new brake linings aren't yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this "breaking-in" guideline every time you get new brake linings.**
- **Don't tow a trailer during "break-in." See "Towing a Trailer" in the Index for more information.**

Ignition Switch



With the ignition key in the ignition switch, you can turn the switch to five different positions:

ACCESSORY (A): This position lets you use things like the radio and the windshield wipers when the engine is off. To use the ACCESSORY position, push in the key and turn it toward you. Your steering wheel will remain locked, just as it was before you inserted the key.

LOCK (B): Before you put the key in, your ignition will be in the LOCK position. This is the only position in which you can remove the key. This position locks your ignition, steering wheel and transmission. It's a theft deterrent feature.

OFF (C): This position unlocks the steering wheel, ignition and transmission but doesn't send electrical power to any accessories. Turn the key to the OFF position if you must have your vehicle in motion while the engine is off.

RUN (D): This is the position for driving.

START (E): This key position starts your engine.

Note that even if the engine is not running, the positions ACCESSORY and RUN allow you to operate your electrical accessories, such as the radio and ventilation fan.

NOTICE:

If your key seems stuck in LOCK and you can't turn it, be sure it is all the way in. If it is, then turn the steering wheel left and right while you turn the key hard. But turn the key only with your hand. Using a tool to force it could break the key or the ignition switch. If none of this works, then your vehicle needs service.

Starting Your Engine

Move your shift lever to PARK (P) or NEUTRAL (N). Your engine won't start in any other position -- that's a safety feature. To restart when you're already moving, use NEUTRAL (N) only.

NOTICE:

Don't try to shift to PARK (P) if your Buick is moving. If you do, you could damage the transmission. Shift to PARK (P) only when your vehicle is stopped.

To start your 5.7 Liter LT1 engine:

1. Without pushing the accelerator pedal, turn the ignition key to START. When the engine starts, let go of the key. The idle speed will go down as your engine gets warm.

NOTICE:

Holding your key in START for longer than 15 seconds at a time will cause your battery to be drained much sooner. And the excessive heat can damage your starter motor.

2. If it doesn't start within 10 seconds, push the accelerator pedal all the way to the floor, while you hold the ignition key in START. When the engine starts, let go of the key and let up on the accelerator pedal. Wait about 15 seconds between each try to help avoid draining your battery.

When starting your engine in very cold weather (below 0° F or -18° C), do this:

1. With your foot off the accelerator pedal, turn the ignition key to START and hold it there. When the engine starts, let go of the key. Use the accelerator pedal to maintain engine speed, if you have to, until your engine has run for a while.

2. If your engine still won't start (or starts but then stops), it could be flooded with too much gasoline. Try pushing your accelerator pedal all the way to the floor and holding it there as you hold the key in START for about three seconds. If the vehicle starts briefly but then stops again, do the same thing, but this time keep the pedal down for five or six seconds. This clears the extra gasoline from the engine.

NOTICE:

Your engine is designed to work with the electronics in your vehicle. If you add electrical parts or accessories, you could change the way the fuel injection system operates. Before adding electrical equipment, check with your dealer. If you don't, your engine might not perform properly.

If you ever have to have your vehicle towed, see the part of this manual that tells how to do it without damaging your vehicle. See "Towing Your Vehicle" in the Index.

Driving Through Deep Standing Water

NOTICE:

If you drive too quickly through deep puddles or standing water, water can come in through your engine's air intake and badly damage your engine. Never drive through water that is slightly lower than the underbody of your vehicle. If you can't avoid deep puddles or standing water, drive through them very slowly.

Engine Coolant Heater (Canada Only)

In very cold weather, 0° F (-18° C) or colder, the engine coolant heater can help. You'll get easier starting and better fuel economy during engine warm-up. Usually, the coolant heater should be plugged in a minimum of four hours prior to starting your vehicle.

To use the coolant heater:

1. Turn off the engine.
2. Open the hood and unwrap the electrical cord.
3. Plug it into a normal, grounded 110-volt outlet.

⚠ CAUTION:

Plugging the cord into an ungrounded outlet could cause an electrical shock. Also, the wrong kind of extension cord could overheat and cause a fire. You could be seriously injured. Plug the cord into a properly grounded three-prong 110-volt outlet. If the cord won't reach, use a heavy-duty three-prong extension cord rated for at least 15 amps.

NOTICE:

After you've used the coolant heater, be sure to store the cord as it was before to keep it away from moving engine parts. If you don't, it could be damaged.

How long should you keep the coolant heater plugged in? The answer depends on the weather, the kind of oil you have, and some other things. Instead of trying to list everything here, we ask that you contact your Buick dealer in the area where you'll be parking your vehicle. The dealer can give you the best advice for that particular area.

Automatic Transmission



There are several different positions for your shift lever.

PARK (P): This locks your transmission drive shaft. It's the best position to use when you start your engine because your vehicle can't move easily.

> **⚠ CAUTION:**
>
> **It is dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll.**
>
> **Don't leave your vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to PARK (P).**
>
> **See "Shifting Into PARK (P)" in the Index. If you're pulling a trailer, see "Towing a Trailer" in the Index.**

Ensure the shift lever is fully in PARK (P) range before starting the engine. Your Buick has a brake-transmission shift interlock. You have to fully *apply* your regular brakes *before* you can shift from PARK (P) when the ignition key is in the RUN position. If you cannot shift out of PARK (P), ease pressure on the shift lever -- push the shift lever all the way into PARK (P) as you maintain brake application. Then move the shift lever into the gear you wish. See "Shifting Out of PARK (P)" in this section.

REVERSE (R): Use this gear to back up.

NOTICE:

Shifting to REVERSE (R) while your vehicle is moving forward could damage your transmission. Shift to REVERSE (R) only after your vehicle is stopped.

To rock your vehicle back and forth to get out of snow, ice or sand without damaging your transmission, see "Stuck: In Sand, Mud, Ice or Snow" in the Index.

NEUTRAL (N): In this position, your engine doesn't connect with the wheels. To restart when you're already moving, use NEUTRAL (N) only. Also use NEUTRAL (N) when your vehicle is being towed.

⚠ CAUTION:

Shifting out of PARK (P) or NEUTRAL (N) while your engine is "racing" (running at high speed) is dangerous. Unless your foot is firmly on the brake pedal, your vehicle could move very rapidly. You could lose control and hit people or objects. Don't shift out of PARK (P) or NEUTRAL (N) while your engine is racing.

NOTICE:

Damage to your transmission caused by shifting out of PARK (P) or NEUTRAL (N) with the engine racing isn't covered by your warranty.

AUTOMATIC OVERDRIVE (Ⓓ): This position is for normal driving. If you need more power for passing, and you're:

- Going less than about 35 mph (55 km/h), push your accelerator pedal about halfway down.
- Going about 35 mph (55 km/h) or more, push the accelerator all the way down.

  You'll shift down to the next gear and have more power.

THIRD (3): This is like Ⓓ, but you never go into Overdrive.

Here are some times you might choose THIRD (3) instead of OVERDRIVE (Ⓓ):

- When driving on hilly, winding roads
- When towing a trailer, so there is less shifting between gears
- When going down a steep hill

SECOND (2): This position gives you more power and lower fuel economy. You can use SECOND on hills. It can help control your speed as you go down steep mountain roads, but then you would also want to use your brakes off and on.

FIRST (1): This position gives you even more power (but lower fuel economy) than SECOND (2). You can use it on very steep hills, or in deep snow or mud. If the shift lever is put in FIRST (1), the transmission won't shift into first gear until the vehicle is going slowly enough.

NOTICE:

If your rear wheels can't rotate, don't try to drive. This might happen if you were stuck in very deep sand or mud or were up against a solid object. You could damage your transmission.

Also, if you stop when going uphill, don't hold your vehicle there with only the accelerator pedal. This could overheat and damage the transmission. Use your brakes or shift into PARK (P) to hold your vehicle in position on a hill.

Limited-Slip Rear Axle (Option)

If you have this feature, your rear axle can give you additional traction on snow, mud, ice, sand or gravel. It works like a standard axle most of the time, but when one of the rear wheels has no traction and the other does, the limited-slip feature will allow the wheel with traction to move the vehicle.

Parking Brake



The parking brake uses the brakes on the rear wheels. To set the parking brake, hold the regular brake pedal down with your right foot. Push down the parking brake pedal with your left foot. If the ignition is on, the brake system warning light will come on.



To release the parking brake, hold the regular brake pedal down. Pull the brake release lever.

NOTICE:

Driving with the parking brake on can cause your rear brakes to overheat. You may have to replace them, and you could also damage other parts of your vehicle.

If you are towing a trailer and are parking on any hill, see "Towing a Trailer" in the Index. That section explains what to do first to keep the trailer from moving.

Shifting Into PARK (P)

⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll.

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow. If you're pulling a trailer, see "Towing a Trailer" in the Index.

1. Hold the brake pedal down with your right foot and set the parking brake.
2. Move the shift lever into PARK (P) position like this:



- Pull the lever toward you.



- Move the lever up as far as it will go.

3. Move the ignition key to LOCK.
4. Remove the key and take it with you. If you can walk away from your vehicle with the ignition key in your hand, your vehicle is in PARK (P).

Leaving Your Vehicle With the Engine Running

⚠ CAUTION:

It can be dangerous to leave your vehicle with the engine running. Your vehicle could move suddenly if the shift lever is not fully in PARK (P) with the parking brake firmly set. And, if you leave the vehicle with the engine running, it could overheat and even catch fire. You or others could be injured. Don't leave your vehicle with the engine running unless you have to.

If you have to leave your vehicle with the engine running, be sure your vehicle is in PARK (P) and your parking brake is firmly set before you leave it. After you've moved the shift lever into the PARK (P) position, hold the regular brake pedal down. Then, see if you can move the shift lever away from PARK (P) without first pulling it toward you. If you can, it means that the shift lever wasn't fully locked into PARK (P).

Torque Lock

If you are parking on a hill and you don't shift your transmission into PARK (P) properly, the weight of the vehicle may put too much force on the parking pawl in the transmission. You may find it difficult to pull the shift lever out of PARK (P). This is called "torque lock." To prevent torque lock, set the parking brake and then shift into PARK (P) properly before you leave the driver's seat. To find out how, see "Shifting Into PARK (P)" in the Index.

When you are ready to drive, move the shift lever out of PARK (P) *before* you release the parking brake.

If "torque lock" does occur, you may need to have another vehicle push yours a little uphill to take some of the pressure from the transmission, so you can pull the shift lever out of PARK (P).

Shifting Out of PARK (P)

Your Buick has a brake-transmission shift interlock. You have to fully *apply* your regular brakes *before* you can shift from PARK (P) when the ignition is in the RUN position. See "Automatic Transmission" in the Index.

If you cannot shift out of PARK (P), ease pressure on the shift lever -- push the shift lever all the way into PARK (P) as you maintain brake application. Then move the shift lever into the gear you want. If you ever hold the brake pedal down but still can't shift out of PARK (P), try this:

1. Turn the key to OFF.
2. Apply and hold the brake until the end of Step 4.
3. Shift to NEUTRAL (N).
4. Start the vehicle and then shift to the drive gear you want.
5. Have the vehicle fixed as soon as you can.

Parking Over Things That Burn



⚠ CAUTION:

Things that can burn could touch hot exhaust parts under your vehicle and ignite. Don't park over papers, leaves, dry grass or other things that can burn.

Engine Exhaust

⚠ CAUTION:

Engine exhaust can kill. It contains the gas carbon monoxide (CO), which you can't see or smell. It can cause unconsciousness and death.

You might have exhaust coming in if:

- Your exhaust system sounds strange or different.
- Your vehicle gets rusty underneath.
- Your vehicle was damaged in a collision.
- Your vehicle was damaged when driving over high points on the road or over road debris.
- Repairs weren't done correctly.
- Your vehicle or exhaust system had been modified improperly.

If you ever suspect exhaust is coming into your vehicle:

- Drive it only with all the windows down to blow out any CO; and
- Have your vehicle fixed immediately.

Running Your Engine While You're Parked

It's better not to park with the engine running. But if you ever have to, here are some things to know.

⚠ CAUTION:

Idling the engine with the air system control off could allow dangerous exhaust into your vehicle (see the earlier Caution under "Engine Exhaust").

Also, idling in a closed-in place can let deadly carbon monoxide (CO) into your vehicle even if the fan switch is at the highest setting. One place this can happen is a garage. Exhaust -- with CO -- can come in easily. NEVER park in a garage with the engine running.

Another closed-in place can be a blizzard. (See "Blizzard" in the Index.)

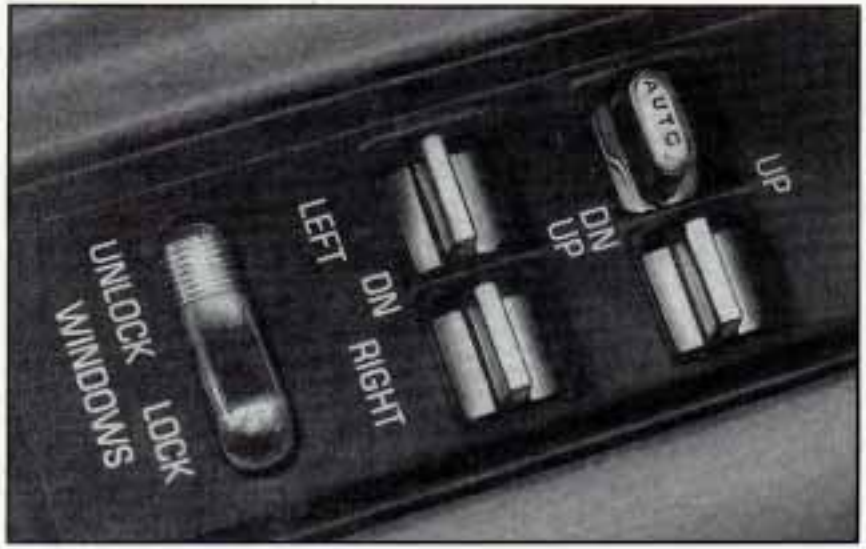
⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. Don't leave your vehicle when the engine is running unless you have to. If you've left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to PARK (P).

Follow the proper steps to be sure your vehicle won't move. See "Shifting Into PARK (P)" in the Index.

If you are parking on a hill and if you're pulling a trailer, also see "Towing a Trailer" in the Index.

Power Windows

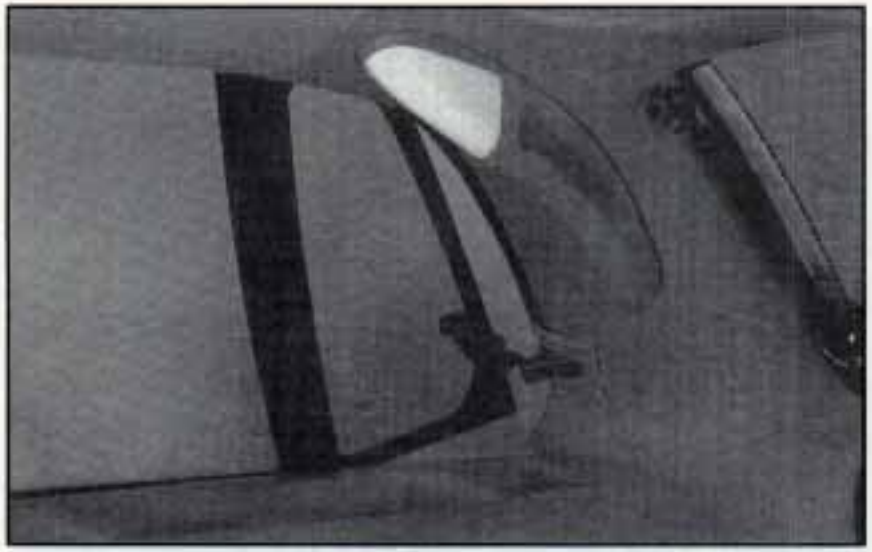


Your power windows controls are on the armrest. They control each of the four windows. To open a window, move the switch toward DN. To close it, move the switch toward UP.

The switch for the driver's window has an express-down feature. Pull the AUTO switch back all the way. Once engaged, release it and the window will lower all the way. To stop the window from lowering, press the switch forward. To raise the window, press the switch forward.

There are individual switches near each window. You have a lock out switch. Press LOCK to disable the power window switches. This will prevent passengers from opening and closing the windows. The driver can still control all of the windows with the switch in the locked position. Press UNLOCK to restore normal operation to all passenger window switches.

Wagon Rear Vent Windows



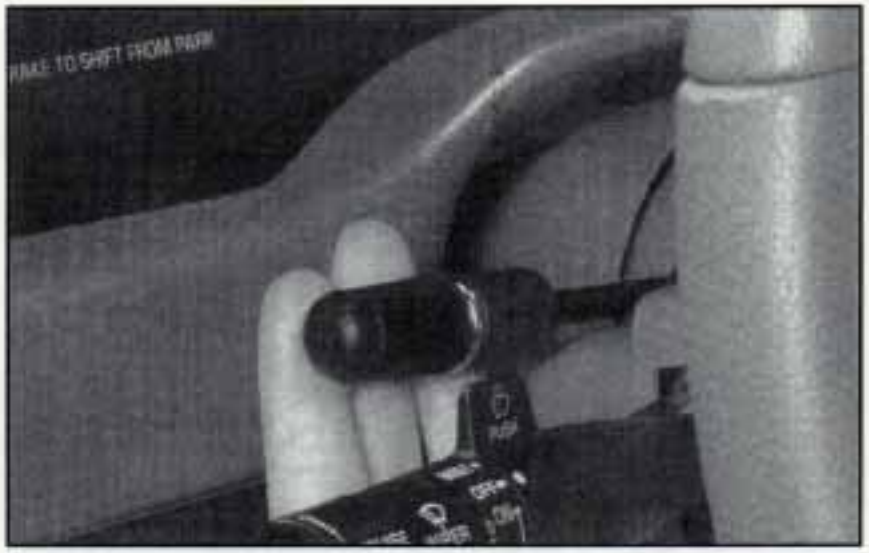
In the rear area, there is a vent window on each side of the vehicle.

To open, lift the latch and push out. To close, pull in and back on the latch.

Horn

To sound the horn, press the pad with the horn symbol on either side of the steering wheel.

Tilt Wheel

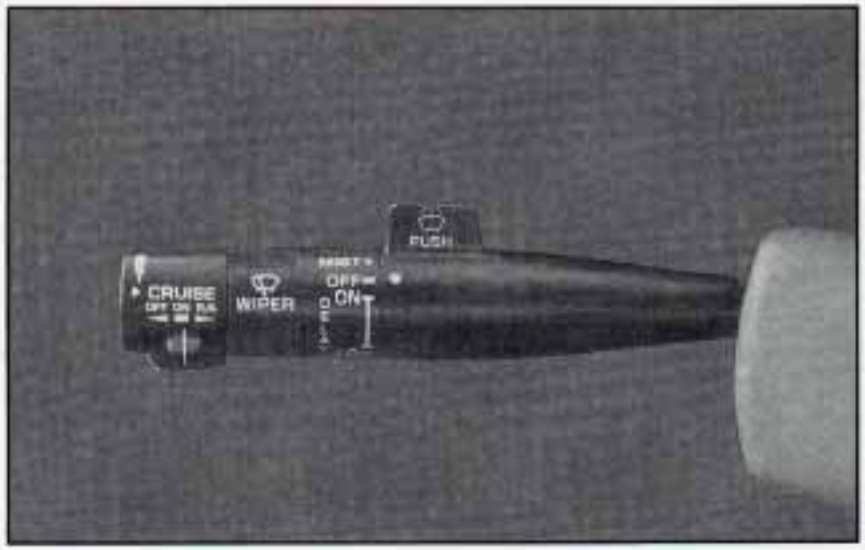


A tilt steering wheel allows you to adjust the steering wheel before you drive.

You can also raise it to the highest level to give your legs more room when you exit and enter the vehicle.

To tilt the wheel, hold the steering wheel and pull the lever. Move the steering wheel to a comfortable level, then release the lever to lock the wheel in place.

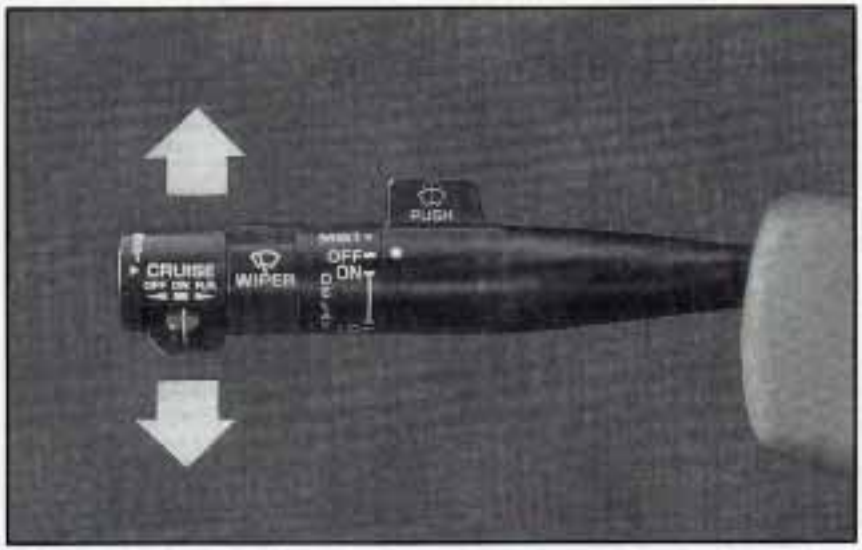
Turn Signal/Multifunction Lever



The lever on the left side of the steering column includes your:

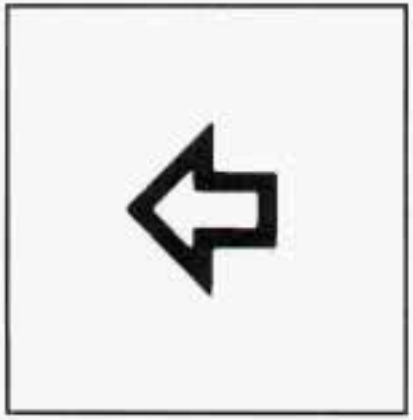
- Turn Signal and Lane Change Indicator
- Headlamp High/Low Beam
- Windshield Wipers
- Windshield Washer
- Cruise Control (Option)

Turn Signal and Lane Change Indicator



The turn signal has two upward (for right) and two downward (for left) positions. These positions allow you to signal a turn or a lane change.

To signal a turn, move the lever all the way up or down. When the turn is finished, the lever will return automatically.



A green arrow on the instrument panel will flash in the direction of the turn or lane change.

To signal a lane change, just raise or lower the lever until the green arrow starts to flash. Hold it there until you complete your lane change. The lever will return by itself when you release it.

As you signal a turn or a lane change, if the arrows don't flash but just stay on, a signal bulb may be burned out and other drivers won't see your turn signal.

If a bulb is burned out, replace it to help avoid an accident. If the green arrows don't go on at all when you signal a turn, check the fuse (see "Fuses and Circuit Breakers" in the Index) and for burned-out bulbs.

If you have a trailer towing option with added wiring for the trailer lamps, a different turn signal flasher is used. With this flasher installed, the signal indicator will flash even if a turn signal bulb is burned out. Check the front and rear turn signal lamps regularly to make sure they are working.

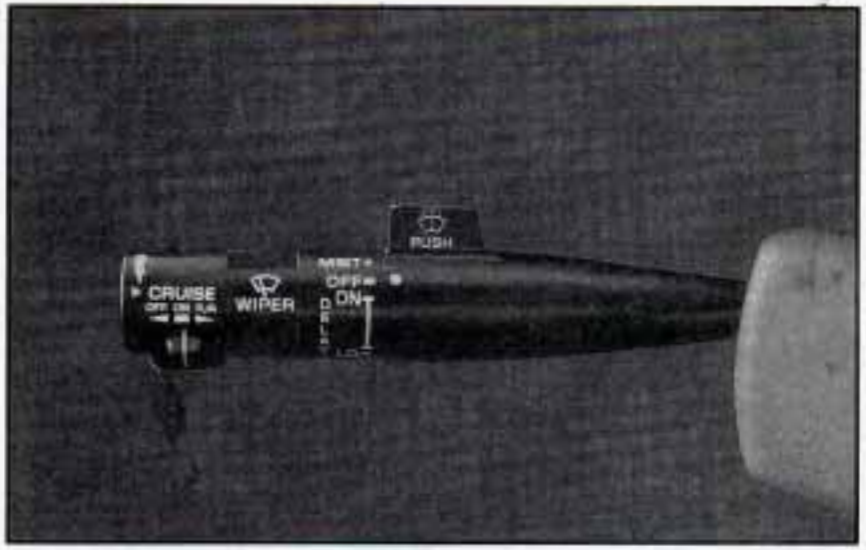
A chime will sound if your turn signal remains on after having driven half of a mile, to remind you to turn off your signal.

Headlamp High/Low Beam



To change the headlamps from low beam to high or high to low, pull the turn signal lever all the way toward you. Then release it. When the high beams are on, this blue light on the instrument panel will also be on.

Windshield Wipers



You control the windshield wipers by turning the band marked WIPER.

For a single wiping cycle, turn the band to MIST. Hold it there until the wipers start, then let go. The wipers will stop after one cycle. If you want more cycles, hold the band on MIST longer.

You can set the wiper speed for a long or short delay between wipes. This can be very useful in light rain or snow. Turn the band to choose the delay time. The closer to LO, the shorter the delay.

For steady wiping at low speed, turn the band away from you to the LO position. For high speed wiping, turn the band further, to HI. To stop the wipers, move the band to OFF.

Be sure to clear ice and snow from the wiper blades before using them. If they're frozen to the windshield, carefully loosen or thaw them. If your blades do become damaged, get new blades or blade inserts.

Heavy snow or ice can overload your wiper motor. A circuit breaker will stop the motor until it cools. Clear away snow or ice to prevent an overload.

Windshield Washer

At the top of the multifunction lever there's a paddle with the word PUSH on it. To spray washer fluid on the windshield, push the paddle. Spraying will continue as long as the paddle is held. The wipers will clear the window and then either stop or return to your preset speed.

⚠ CAUTION:

In freezing weather, don't use your washer until the windshield is warmed. Otherwise the washer fluid can form ice on the windshield, blocking your vision.

NOTICE:

- **When using concentrated washer fluid, follow the manufacturer's instructions for adding water.**
- **Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.**
- **Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.**
- **Don't use radiator antifreeze in your windshield washer. It can damage your washer system and paint.**

Wagon Rear Window Washer/Wiper



Press the top of the REAR WIPER-WASH switch to turn on the rear wiper. Press the bottom of the switch to turn it off.

To spray windshield washer fluid on the rear window, press the top of the switch until the rear wiper turns on. Then press the top of the switch further. Washer fluid will start to spray after a couple of seconds and continue as long as you hold the switch. When you release the switch, the wiper will remain on until you turn it off by pressing the bottom of the switch.

The rear window washer fluid comes from the windshield washer reservoir.

Cruise Control (Option)



With cruise control, you can maintain a speed of about 25 mph (40 km/h) or more without keeping your foot on the accelerator. This can really help on long trips. Cruise control does not work at speeds below about 25 mph (40 km/h).

When you apply your brakes, the cruise control shuts off.

Note: On the Estate Wagon, if the tailgate window is not completely closed, the cruise control will not work.

⚠ CAUTION:

- **Cruise control can be dangerous where you can't drive safely at a steady speed. So, don't use your cruise control on winding roads or in heavy traffic.**
- **Cruise control can be dangerous on slippery roads. On such roads, fast changes in tire traction can cause needless wheel spinning, and you could lose control. Don't use cruise control on slippery roads.**

To Set Cruise Control

1. Move the cruise control switch to ON.

⚠ CAUTION:

If you leave your cruise control switch on when you're not using cruise, you might hit a button and go into cruise when you don't want to. You could be startled and even lose control. Keep the cruise control switch OFF until you want to use it.

2. Get up to the speed you want.



3. Press in the button at the end of the lever and release it. The CRUISE light on the instrument panel will come on.

4. Take your foot off the accelerator pedal.

To Resume a Set Speed

Suppose you set your cruise control at a desired speed and then you apply the brakes. This, of course, shuts off the cruise control. But you don't need to reset it. Once you're going about 25 mph (40 km/h) or more, you can move the cruise control switch from ON to R/A (Resume/Accelerate) for about half a second.



You'll go right back up to your chosen speed and stay there.

Remember if you hold the switch at R/A for longer than half a second, the vehicle will keep going faster until you release the switch or apply the brakes. You could be startled and even lose control. So unless you want to go faster, don't hold the switch at R/A.

To Increase Speed While Using Cruise Control

There are two ways to go to a higher speed. Here's the first:

1. Use the accelerator pedal to get to the higher speed.
2. Press the button at the end of the lever, then release the button and the accelerator pedal. You'll now cruise at the higher speed.

Here's the second way to go to a higher speed:

- Move the cruise control switch from ON to R/A. Hold it there until you get up to the speed you want, then release the switch.
- To increase your speed in very small amounts, move the switch to R/A for less than half a second and then release it. Each time you do this, your vehicle will go about 1 mph (1.6 km/h) faster.

The accelerate feature will only work after you have set the cruise control speed by pressing the SET button.

To Reduce Speed While Using Cruise Control

There are two ways to reduce your speed while using cruise control:

- Press in the button at the end of the lever until you reach the lower speed you want, then release it.
- To slow down in very small amounts, press the button for less than half a second. Each time you do this, you'll go 1 mph (1.6 km/h) slower.

Passing Another Vehicle While Using Cruise Control

Use the accelerator pedal to increase your speed. When you take your foot off the pedal, your vehicle will slow down to the cruise control speed you set earlier.

Using Cruise Control on Hills

How well your cruise control will work on hills depends upon your speed, load, and the steepness of the hills. When going up steep hills, you may have to step on the accelerator pedal to maintain your speed. When going downhill, you may have to brake or shift to a lower gear to keep your speed down. Of course, applying the brake takes you out of cruise control. Many drivers find this to be too much trouble and don't use cruise control on steep hills.

To Get Out of Cruise Control

There are two ways to turn off the cruise control:

- Step lightly on the brake pedal, OR
- Move the cruise switch to OFF. The CRUISE light will go out.

To Erase Speed Memory

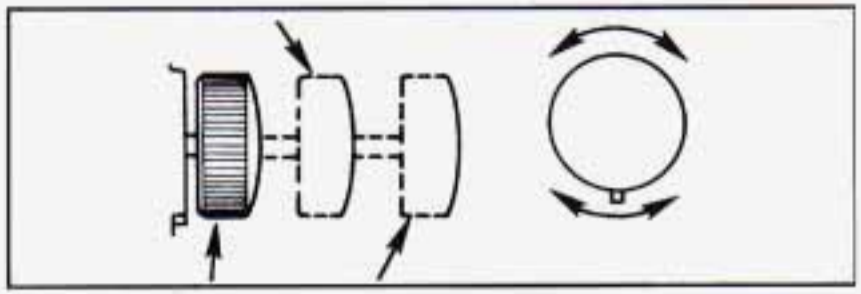
When you turn off the cruise control or the ignition, your cruise control set speed memory is erased.

Lamps

The LIGHTS knob controls these lamps:



- Headlamps
- Taillamps
- Parking Lamps
- License Lamps
- Sidemarker Lamps
- Instrument Panel Lamps
- Interior Courtesy Lamps



Pull the knob toward you, to the first setting to turn on the parking lamps. Pull the knob toward you, to the second setting to turn on the headlamps.

By rotating the knob you can make the instrument panel lamps bright or dim and turn the courtesy lamps on or off.

Lamps On Reminder

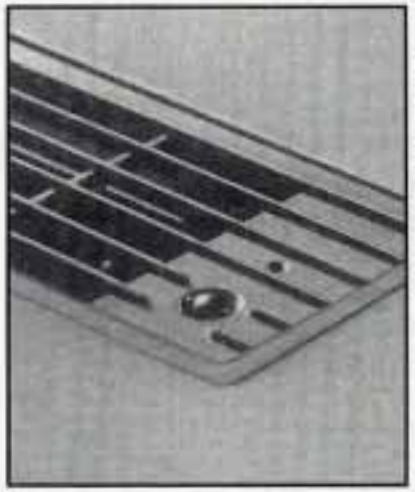
If the lamp switch is left on you'll hear a warning tone when you turn off the ignition. You can disable the tone on vehicles without Daytime Running Lamps or Twilight Sentinel by turning the instrument panel brightness all the way down.

Twilight Sentinel (Option)

The Twilight Sentinel control below your LIGHTS switch turns your headlamps on and off automatically by sensing how dark it is outside.

To operate it, leave the LIGHTS switch off and move the Twilight Sentinel control to any position but off. (The off position is when the white dot on the switch is rotated all the way to the left.)

If you move the control all the way to the right, your lamps will remain on for three minutes after you turn the ignition to OFF. If you move the control toward the left, the lamps will go off quickly when you turn the ignition to OFF. You can change this delay time from one second to four minutes. When the Twilight Sentinel is turned off, use your LIGHTS switch to operate the headlamps.



Your Twilight Sentinel and Daytime Running Lamps (Canada Only) work with the light sensor on top of your instrument panel. Don't cover it up, if you do, it will read "dark" and your lamps will come on.

Daytime Running Lamps (Canada Only)

Daytime Running Lamps (DRL) make it easier to see the front of your vehicle during the day. DRL can be helpful when it's raining and in the short periods after dawn and before sunset. Several countries, including Canada, require DRL.

A light sensor on top of the instrument panel makes the DRL work, so be sure it isn't covered.

The DRL system will make your low beam headlamps come on at reduced brightness in daylight when:

- the ignition is on,
- the headlamp switch is off, and
- the parking brake is released.

When the DRL are on, only your low beam headlamps will be on. The taillamps, sidemarker and other lamps won't be on. Your instrument panel won't be lit up either.

When it's dark enough outside, your low beam headlamps will change to full brightness. The other lamps that come on with your headlamps will also come on.

When it's bright enough outside, the regular lamps will go off, and your low beam headlamps change to the reduced brightness of DRL.

To idle your vehicle with the DRL off, apply your parking brake before turning on the ignition. Once you release the parking brake, the DRL cannot be turned off as long as the ignition is on.

As with any vehicle, you should turn on the regular headlamp system any time you need it.

Delayed Illuminated Entry Without Keyless Entry

When you open the door, the interior courtesy lamps will turn on. These lamps will go off automatically after about 40 seconds, or when the ignition is turned on. They make it easy for you to enter and leave the vehicle. You also can turn these lamps on by rotating the LIGHTS switch all the way to the left.

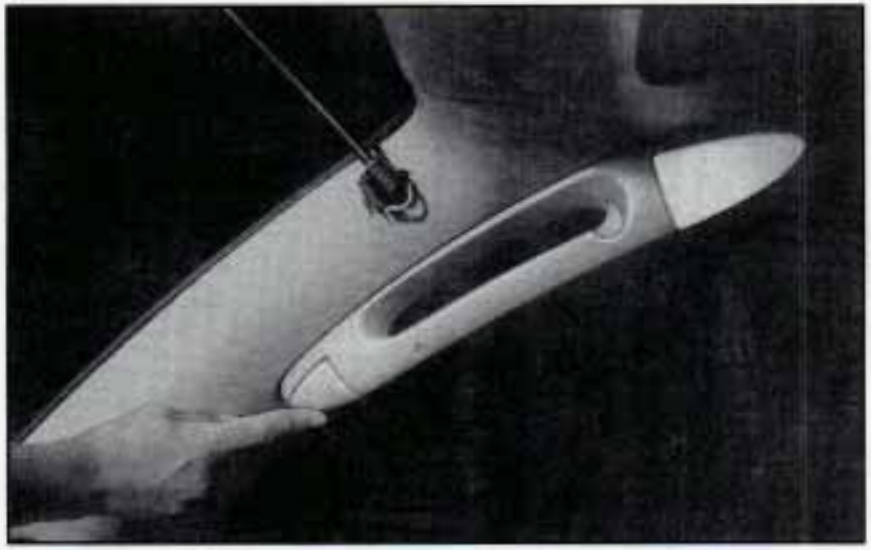
Delayed Illuminated Entry with the Keyless Entry System

As long as the doors are closed and the ignition is OFF:

- If you press the UNLOCK button on the Keyless Entry transmitter, the interior lamps will come on for about 30 seconds or until you start your engine.
- If you press the DOOR button on the Keyless Entry transmitter, the interior lamps will come on for about two seconds.

Wagon Rear Compartment Lamps

There are lamps on the assist handles in the rear area of the station wagon. Press the switch to turn them on or off.



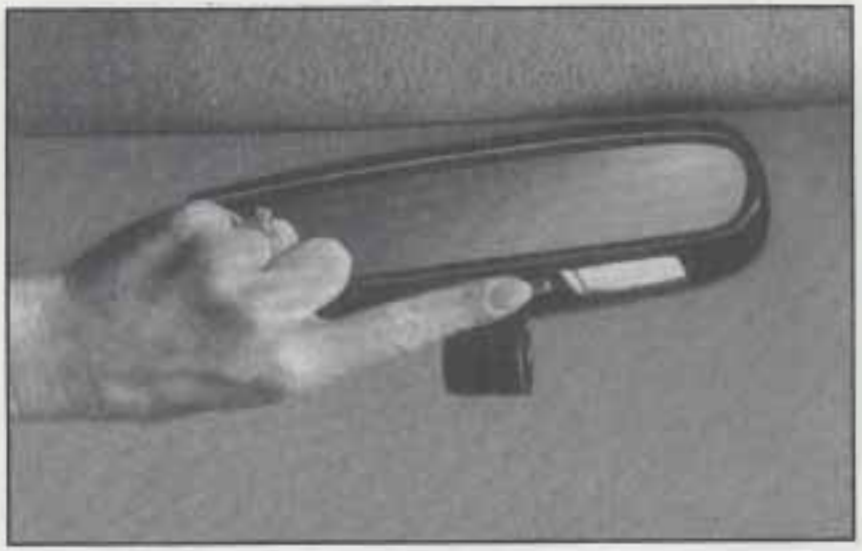
Rear Reading Lamps

These courtesy lamps turn on when you open the doors.



To turn on the reading lamps when the doors are closed, press the top of the switch. Press the bottom of the switch to turn them off.

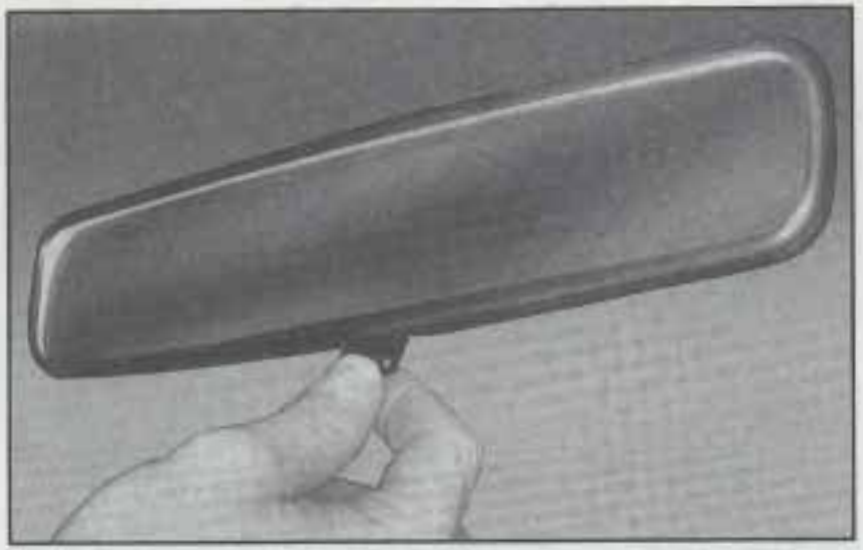
Front Reading Lamps



Front seat reading lamps are turned on by pressing the switch located on the rearview mirror.

Mirrors

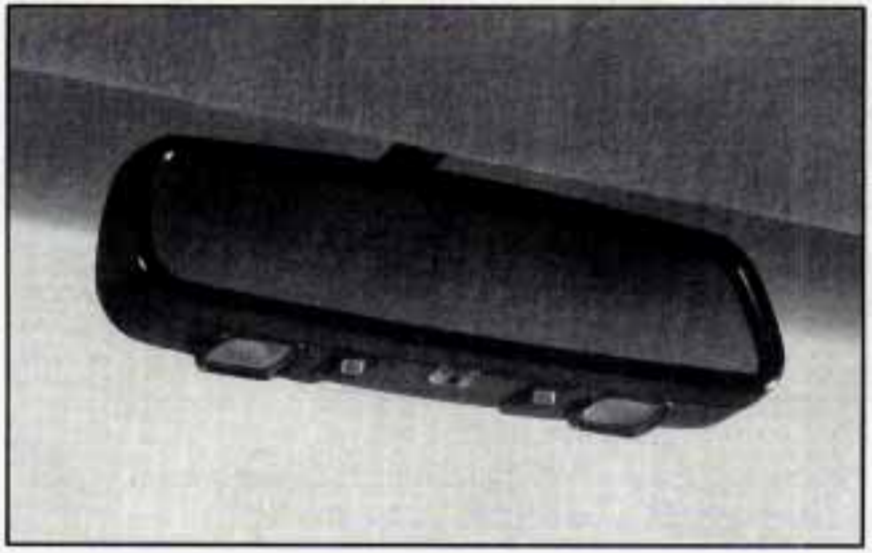
Inside Day/Night Rearview Mirror



When you are sitting in a comfortable driving position, adjust the mirror so you can see clearly behind your vehicle. The mirror has pivots so that you can move it up and down or side to side.

You can adjust the mirror for day or night driving. Pull the tab for night driving to reduce glare. Push the tab for daytime driving.

Electrochromic Mirror (Option)



Your Buick may have an automatic inside mirror.

The automatic mirror adjusts for the glare of headlamps behind you. It detects changes in light, and then adjusts for day or night operation.

During the day the mirror reflects all the light from behind your vehicle. At night, when the glare is too high, it changes to the night mode. Then, it reflects only part of the light from behind you. When the mirror changes to the night mode, it holds that position until glare is no longer present.

Automatic/Off Switch

There is an automatic and an off position. When the button on the bottom of the mirror is pressed up and has a green halo, the mirror is on automatic. Press again to turn off.

Time Delay

The mirror delays before changing from the night to the day position. This delay prevents rapid changing of the mirror as you drive under lights and through traffic.

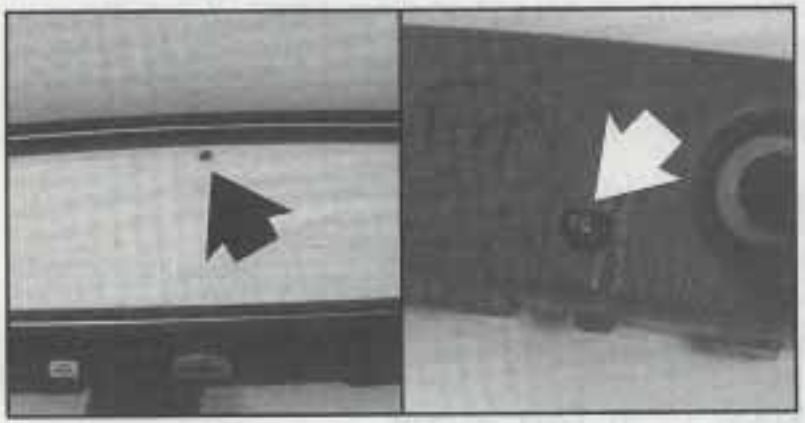
Reverse Gear Day Mode

The reverse mode is another important feature of the automatic mirror. When the shift lever is placed in REVERSE (R), the mirror shifts to the day mode. This gives you a bright image in the mirror as you back up.

Front Reading Lamps

There are two reading lamps located on the rearview mirror. Press the switch closest to the lamp to turn it on or off.

Cleaning Photocells



Use a cotton swab and glass cleaner to clean the front and rear photocells that make the electrochromic mirror work.

Foldaway Outside Mirrors

Manual

To adjust the driver's side outside mirror, rotate the knob located on the driver's door. The passenger's side outside mirror must be adjusted manually. Adjust each mirror so you can just see the side of your vehicle.

Power (Option)



If your Buick has optional power mirrors, the mirror control is located on the driver's door. Move the center switch to choose either side mirror. Press any of the four arrows to move the mirror in the desired direction.

Adjust each mirror so you can just see the side of your vehicle and the area behind your vehicle.

Heated Outside Rearview Mirrors (Option)

The outside mirrors are heated when you activate the rear window defogger.

Convex Outside Mirror

Your passenger's side mirror is convex.

A convex mirror's surface is curved so you can see more from the driver's seat.

> **⚠ CAUTION:**
>
> **A convex mirror can make things (like other vehicles) look farther away than they really are. If you cut too sharply into the right lane, you could hit a vehicle on your right. Check your inside mirror or glance over your shoulder before changing lanes.**

Front Storage Armrest (Option)



The armrest between the front seats opens into a storage area.

Rear Storage Armrest (Option)



Your vehicle may be equipped with a rear seat armrest that opens into a storage area with a dual cupholder. Just press on the front of the armrest to access this feature.

Wagon Locked Storage Compartment

This compartment is on the inside panel at the rear of the vehicle, on the driver's side. Use the oval-head key to lock and unlock this door.

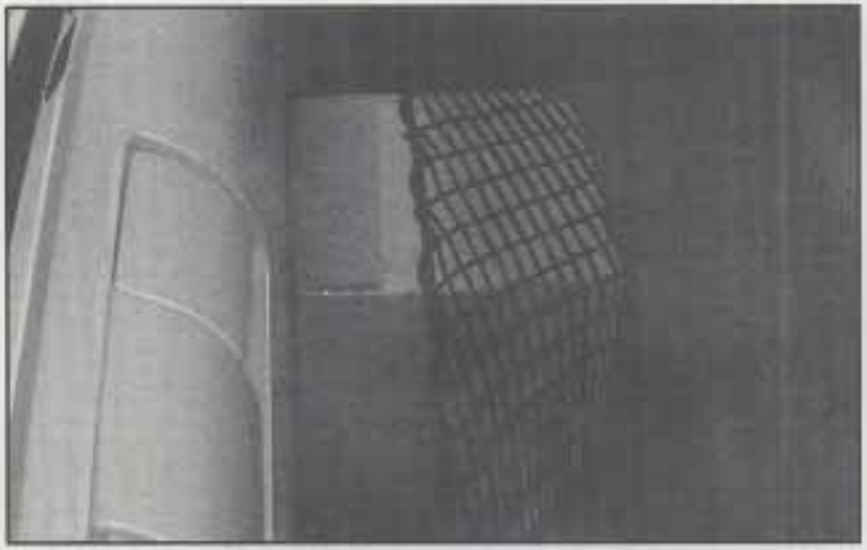


Turn the key to the right to unlock. The key cannot be removed in this position.

To close and lock, lift up and push in on the door. Turn the key to left, back to the original position and remove.

There are also storage bins in the rear area.

Convenience Net (Wagon)



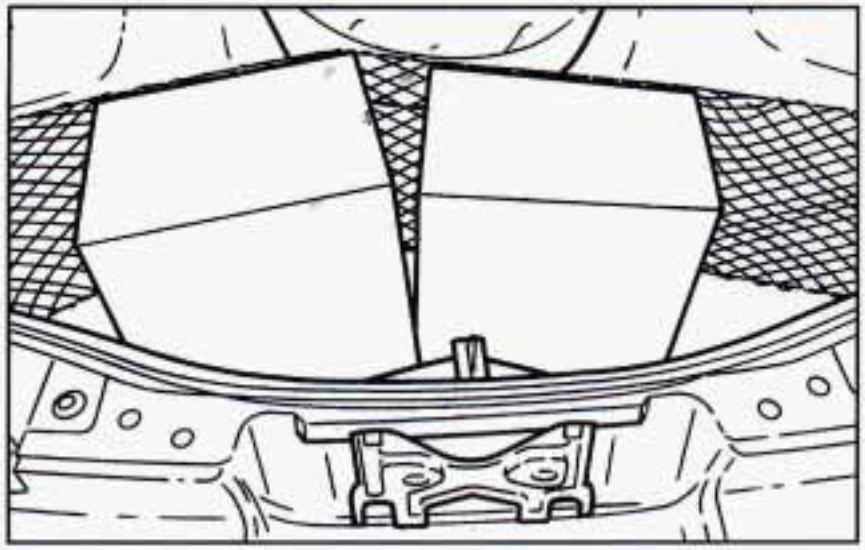
A convenience net is provided for the rear of your wagon to help keep small loads, like grocery bags, from falling over during sharp turns or quick stops and starts.

The net is not for larger, heavier loads. Store such loads under the load floor, or on the load floor as far forward as you can. Keep the rear load floor flat when you use the net.

⚠ CAUTION:

If the wagon has a rear facing third seat, items stored in the net could injure occupants seated there during an accident, or the net could slow their escape afterward. Unhook the net and store it when passengers will ride in the rear facing seat.

Convenience Net (Sedan)



Your vehicle has a convenience net. You'll see it just inside the back wall of the trunk.

Put small loads, like grocery bags, behind the net. It can help keep them from falling over during sharp turns or quick starts and stops.

The net isn't for larger, heavier loads. Store them in the trunk as far forward as you can.

You can unhook the net so that it will lie flat when you're not using it.

Wagon Cargo Cover



The cargo cover allows hidden storage in the rear area of your vehicle. The cover is mounted behind the second seat.

To use the cargo cover:

1. Pull the cargo cover by the center handle all the way to the tailgate.
2. Put the hooks of the handle into the slots on the rear pillar trim.

To return the cover:

1. Pull on the handle, pulling the cover up and out of the slots.
2. Gently let the cover roll back to the front. Be careful not to let go of the cover before it is fully retracted, as it could be damaged.

To carry larger items, the cargo cover can be removed and the second seat folded down. To do this:

1. Grasp one end of the cargo cover and push it toward the opposite end.
2. Slide it out of the bracket. Store the rolled cover on the floor behind the front seat.

⚠ CAUTION:

An improperly stored cargo cover could be thrown about the vehicle during a collision or sudden maneuver. You or others could be injured. If you remove the cover, always store it on the floor behind the front seat. When you put it back, always be sure that it is securely reattached.

To install the cargo cover:

1. Make sure the handle is on top.
2. Stand at one side and grasp one end of the roller.
3. Place the opposite end into the mounting bracket on the far side.
4. Push the roller toward the inserted end to shorten it and slide the near end into the slot of the bracket near you. It should snap into place.
5. Pull on each end of the cover to be sure it is locked in place. The cover can be left rolled up when not needed.

Wagon Luggage Carrier

You have a luggage carrier and can load things on top of your vehicle. The luggage carrier has slats and side rails attached to the roof, sliding cross rails and places to use for tying things down. These let you load some things on top of your vehicle, so long as they are not wider or longer than the luggage carrier.



⚠ CAUTION:

If you try to carry something on top of your vehicle that is longer or wider than the luggage carrier -- like paneling, plywood, a mattress, and so forth -- the wind can catch it as you drive along. This can cause you to lose control. What you are carrying could be violently torn off, and this could cause you or other drivers to have a collision, and of course damage your vehicle. You may be able to carry something like this inside. For example, a 4' by 8' sheet will fit inside your vehicle. But, never carry something longer or wider than your luggage carrier on top of your vehicle.

NOTICE:

Loading cargo that weighs more than 200 pounds (90 kg) on the luggage carrier may damage your vehicle.

When you carry cargo on the luggage carrier of a proper size and weight, put it on the slats, as far forward as you can, and distribute the load evenly along the slats. Then slide the cross rail up against the rear of the load, to help keep it from moving. You can then tie it down.

Don't exceed the maximum vehicle capacity when loading your Buick. For more information on vehicle capacity and loading, see "Loading Your Vehicle" in the Index.

To prevent damage or loss of cargo as you're driving, check now and then to make sure the luggage carrier and cargo are still securely fastened.

Adjusting the Crossbar



1. Loosen the knob at each end of the crossbar.
2. Position the crossbar by sliding it on the track.
3. Attach commercial carriers as recommended by their manufacturer.
4. Tighten the knob to secure the crossbar in place.

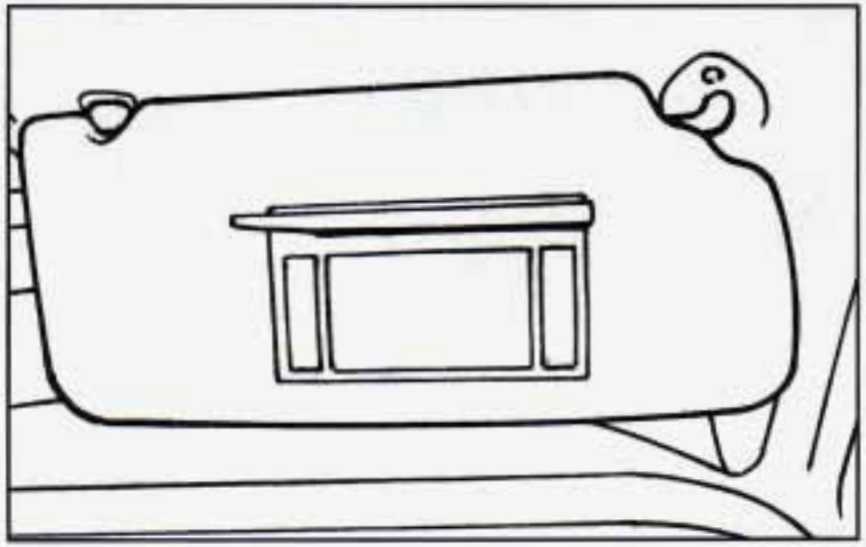
Vista Cover (Wagon)

Two sunshades above the second seat block out sun rays for second seat passengers.

Sun Visors

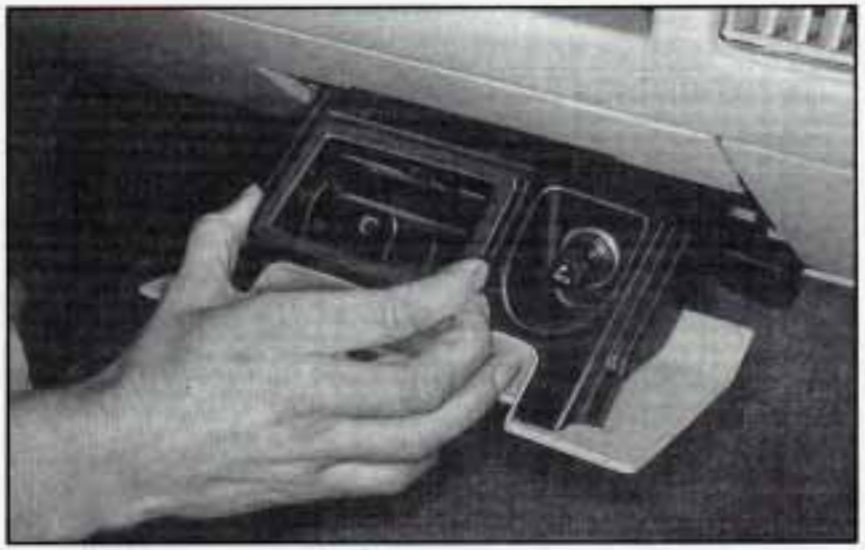
To block out glare, you can swing down the visors. You can also swing them to the side. If the visors swing too easily, tighten the screws on the rear of the visors.

Lighted Visor Vanity Mirror (Option)

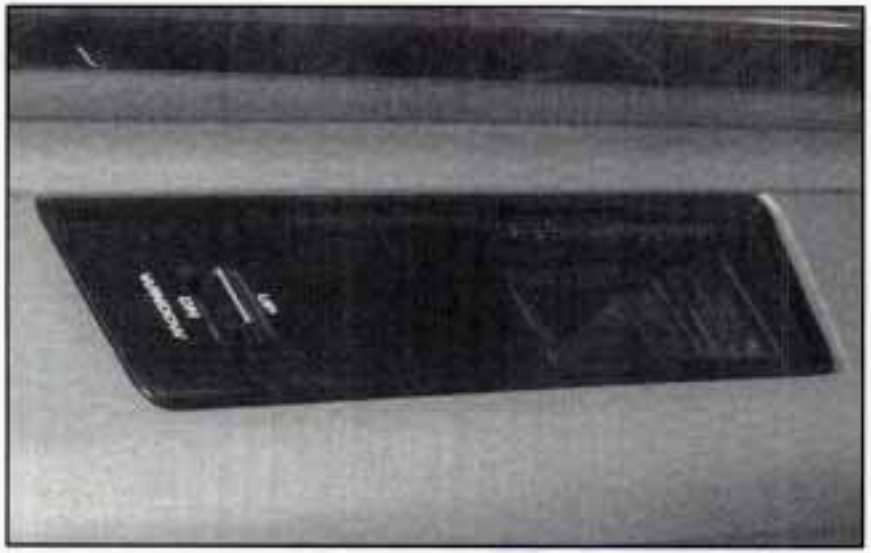


The lighted visor vanity mirror lights up when the mirror cover is opened. Closing the mirror cover turns off the lamps.

Ashtrays and Cigarette Lighter



The front center ashtray may be lifted out for cleaning.



Pull up on the rear ashtrays to remove them for cleaning.

NOTICE:

Don't put papers or other flammable things into your ashtrays. Hot cigarettes or other smoking materials could ignite them, causing a damaging fire.

The cigarette lighter is near the ashtray. To use the lighter, push it in all the way and let go. When it's ready, it will pop back by itself.

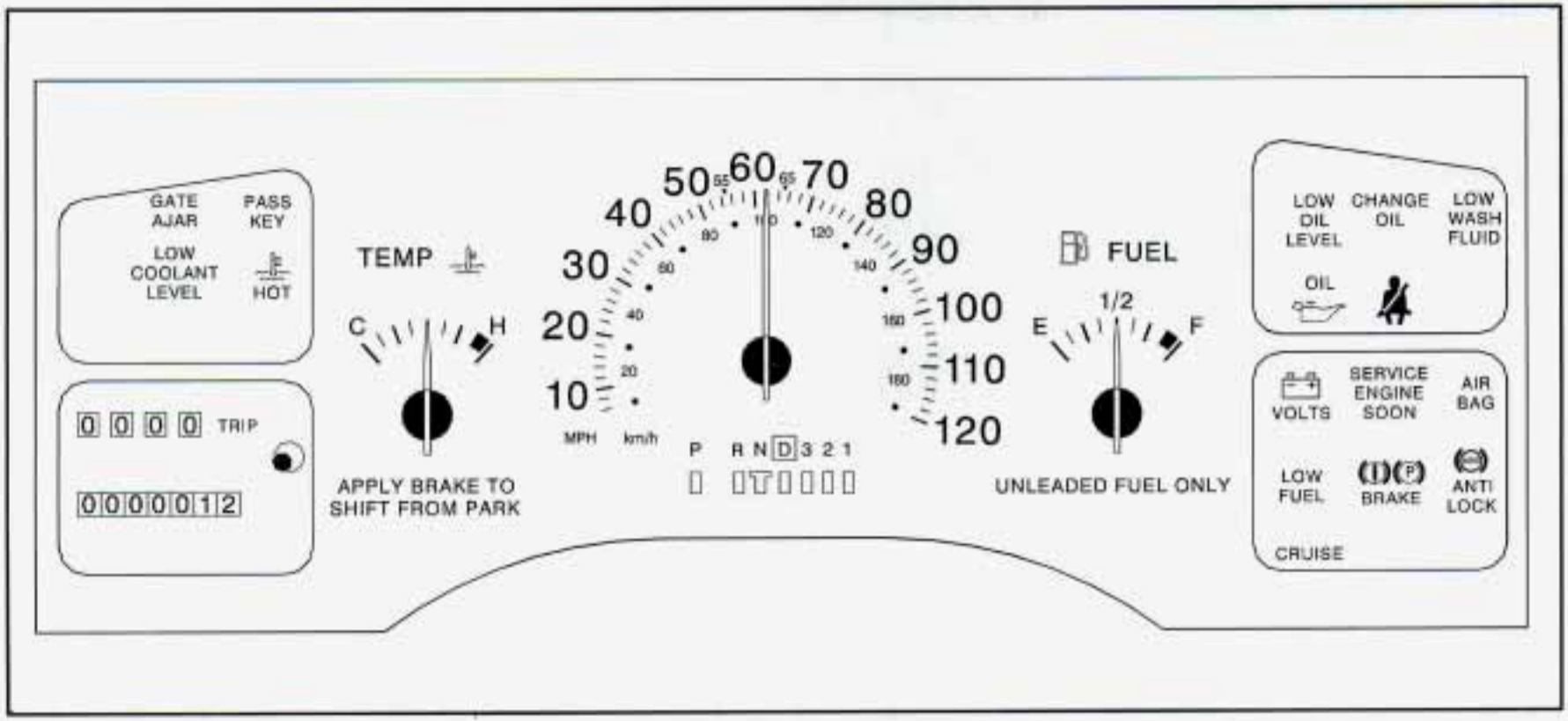
NOTICE:

If you hold a cigarette lighter in with your hand while it is heating, it won't be able to back away from the heating element when it's ready. That can make it overheat, damaging the lighter and the heating element.

Assist Handles

A folding handle over each door can be used to get in and out of your vehicle.

Instrument Panel: Your Information System



Your instrument panel is designed to let you know at a glance how your vehicle is running. You'll know how fast you're going, how much fuel you're using, and many other things you'll need to know to drive safely and economically.

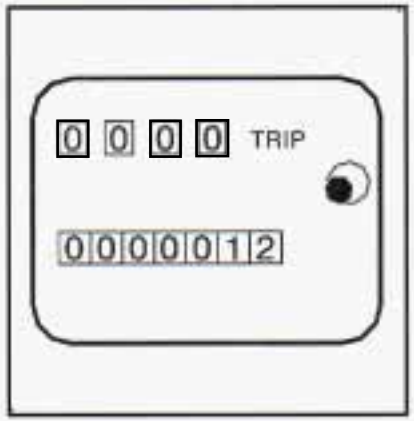
Speedometer and Odometer

Your speedometer lets you see your speed in both miles per hour (mph) and kilometers per hour (km/h). Your odometer shows how far your vehicle has been driven, in either miles (used in the United States) or kilometers (used in Canada).

Your Buick has a tamper-resistant odometer. If you can see very noticeable bright silver lines between the numbers, someone has probably tried to turn it back. The numbers may not be accurate.

You may wonder what happens if a vehicle has to have a new odometer installed. The new one should be set to the same reading as the old one. If that is not possible, then it's set at zero, and a label on the driver's door must show the old reading and when the new one was installed.

Trip Odometer



A trip odometer can tell you how may miles you have driven since you last set it to zero. To reset it, press the button.

Warning Lights, Gages and Indicators

This part describes the warning lights and gages that may be on your vehicle.

Warning lights and gages can signal that something is wrong before it becomes serious enough to cause an expensive repair or replacement. Paying attention to your warning lights and gages could also save you or others from injury.

Warning lights come on when there may be or is a problem with one of your vehicle's functions. As you will see in the details on the next few pages, some warning lights come on briefly when you start the engine just to let you know they're working. If you are familiar with this section, you should not be alarmed when this happens.

Gages can indicate when there may be or is a problem with one of your vehicle's functions. Often gages and warning lights work together to let you know when there's a problem with your vehicle.

When one of the warning lights comes on and stays on when you are driving, or when one of the gages shows there may be a problem, check the section that tells you what to do about it. Please follow this manual's advice. Waiting to do repairs can be costly -- and even dangerous. So please get to know your warning lights and gages. They're a big help.

Safety Belt Reminder Light



When the key is turned to RUN or START, a chime will come on for about eight seconds to remind people to fasten their safety belts, unless the driver's safety belt is already buckled. The safety belt light will also come on and stay on until the driver's belt is buckled.

Air Bag Readiness Light

There is an air bag readiness light on the instrument panel, which shows AIR BAG. The system checks the air bag's electrical system for malfunctions. The light tells you if there is an electrical problem. The system check includes the air bag sensors and modules, the wiring and the diagnostic module. For more information on the air bag system, see "Air Bag" in the Index.



You will see this light flash for a few seconds when you turn your ignition to RUN or START. Then the light should go out. This means the system is ready.

If the air bag readiness light doesn't come on when you start your vehicle, or stays on, or comes on when you are driving, your air bag system may not work properly. Have your vehicle serviced right away.

Brake System Warning Light



Your Buick's hydraulic brake system is divided into two parts. If one part isn't working, the other part can still work and stop you. For good braking, though, you need both parts working well.

If the warning light comes on, there could be a brake problem. Have your brake system inspected right away.

This light should come on briefly as you start the vehicle. If it doesn't come on then, have it fixed so it will be ready to warn you if there's a problem.

If the light comes on while you are driving, pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, have the vehicle towed for service. (See "Towing Your Vehicle" in the Index.)

⚠ CAUTION:

Your brake system may not be working properly if the brake system warning light is on. Driving with the brake system warning light on can lead to an accident. If the light is still on after you've pulled off the road and stopped carefully, have the vehicle towed for service.

The brake system warning light will also come on when you set your parking brake, and it will stay on if your parking brake doesn't release fully. If it stays on after your parking brake is fully released, it means you have a brake problem.

Anti-Lock Brake System Warning Light



With the anti-lock brake system, this light will come on when you start your engine and may stay on for several seconds. That's normal. If the light doesn't come on, have it fixed so it will be ready to warn you if there is a problem.

If the light stays on, turn the ignition off. Or, if the light comes on when you're driving, stop as soon as possible and turn the ignition off. Then start the engine again to reset the system. If the light still stays on, or comes on again while you're driving, your Buick needs service. If the regular brake system warning light isn't on, you still have brakes, but you don't have anti-lock brakes. If the regular brake system warning light is also on, you don't have anti-lock brakes and there's a problem with your regular brakes. See "Brake System Warning Light" earlier in this part.

The anti-lock brake system warning light may also come on when you are driving with a compact spare tire. If this happens, the light means you won't have anti-lock until you replace the compact spare with a full-size tire. If the warning light stays on after you replace the compact spare with a full-size tire, or if it comes on again when you're driving, your Buick needs service.

Engine Coolant Temperature Warning Light



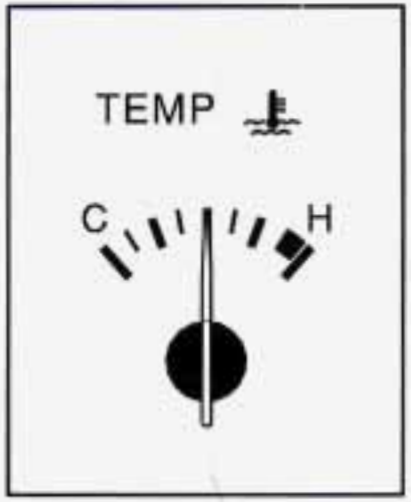
This red light comes on as a bulb check when you start your engine. This light tells you that your engine coolant has overheated.

If you have been operating your vehicle under normal driving conditions, you should pull off the road, stop your vehicle and turn the engine off as soon as possible.

Hot coolant can burn your badly!

The section "Problems on the Road," in this manual shows what to do. See "Engine Overheating" in the Index.

Engine Coolant Temperature Gage



This gage shows the engine coolant temperature. If the gage pointer moves into the red area, your engine is too hot!

That reading means the same thing as the warning light. It means that your engine coolant has overheated. If you have been operating your vehicle under normal driving conditions, you should pull off the road, stop your vehicle and turn off the engine as soon as possible.

Hot coolant can burn your badly!

The section "Problems on the Road," in this manual shows what to do. See "Engine Overheating" in the Index.

Low Coolant Warning Light

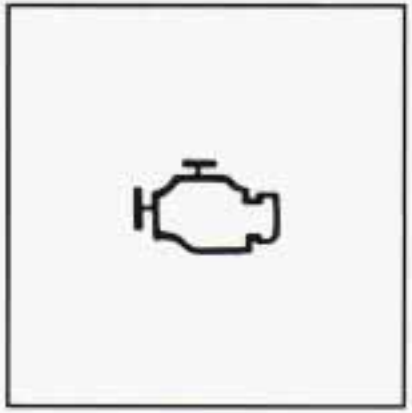


If you have this amber light and it comes on, the system is low on coolant and the engine may overheat.

Malfunction Indicator Lamp



Domestic vehicles are equipped with this malfunction indicator lamp.



Canadian vehicles have this malfunction indicator lamp.

A computer monitors operation of your fuel, ignition and emission control systems. This amber light should come on when you turn the key to RUN or START as a check to show you it is working.

If the mulfunction indicator lamp does not come on at all, have it fixed right away. If it stays on, or it comes on while you are driving, the computer is indicating that you have a problem. You should take your vehicle in for service soon.

NOTICE:

If you keep driving your vehicle with this light on, after a while the emission controls won't work as well, your fuel economy won't be as good and your engine may not run as smoothly. This could lead to costly repairs not covered by your warranty.

Engine Oil Pressure Light



This red light tells you if there could be a problem with your engine oil pressure.

There are three times this light can come on briefly, which is normal and doesn't show a problem. They are:

- The light comes on when you turn your key to RUN or START. That's just a check to be sure the light works. If this light doesn't come on, be sure to have it fixed so it will be there to warn you if something goes wrong.
- If you're "idling" at a stop sign, the light may blink on and then off.
- If you make a hard stop, the light may come on for a moment.

But, when this light *comes* on and *stays* on, it means oil isn't going through your engine properly. You could be low on oil, or you might have some other oil problem.

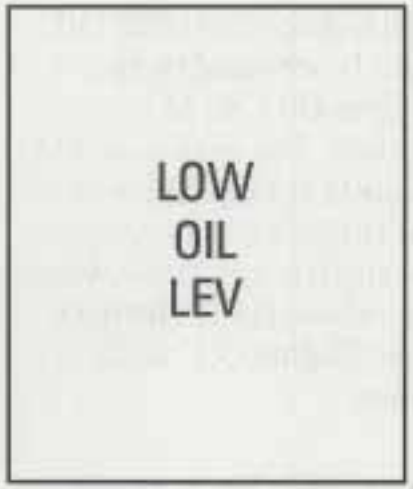
⚠ CAUTION:

Don't keep driving if the oil pressure is low. If you do, your engine can become so hot that it catches fire. You or others could be burned. Check your oil as soon as possible and have your vehicle serviced.

NOTICE:

Damage to your engine from neglected oil problems can be costly and is not covered by your warranty.

Low Oil Level Light



The amber LOW OIL LEV light should come on briefly while you are starting your engine. If the light doesn't come on, have your vehicle serviced, so it will be ready to warn you if there's a problem.

When the LOW OIL LEV light comes on you should check your engine oil level and fill if necessary. See "Engine Oil" in the Index.

If the light stays on, your engine oil level should be checked. Check your oil level (be sure your vehicle is on a level surface), and bring the engine oil up to the proper level, if necessary. See "Engine Oil" in the Index.

Change Oil Indicator



The amber CHANGE OIL light is activated by the Engine Oil Life Monitor System. The engine oil life monitor system determines the condition of the engine oil and lets you know when the oil should be changed. See "Engine Oil" in the Index.

It does this by electronically receiving data from the Powertrain Control Module. The data it receives contains information about engine speed (revolutions per minute), coolant temperature and vehicle speed. The oil life monitor uses this data to determine how much the oil has degraded.

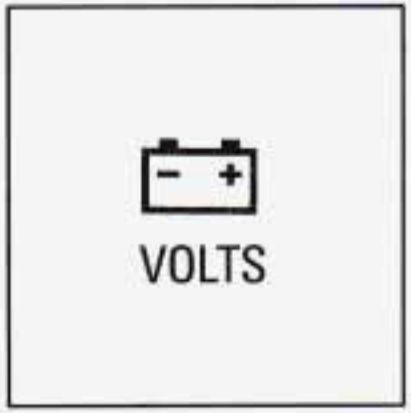
When to change your oil depends on driving habits and conditions because these directly affect engine speed, coolant temperature and vehicle speed. Because of this, the CHANGE OIL light many come on as early as 2,000 miles or less for harsh conditions.

If the CHANGE OIL light stays on for 20 seconds or more after you turn on the ignition, have the oil changed.

After changing the engine oil, the system must be reset.

With the ignition key in the RUN position, but the engine off, fully push and release the accelerator pedal three times within five seconds. The CHANGE OIL light will flash two times to confirm you have reset the system. If the CHANGE OIL light comes on and stays on for five seconds, it did not reset. You'll need to reset the system again.

Battery Light



When you turn the key to RUN or START, this red light will come on briefly, to show that your alternator and battery charging systems are working.

If the light stays on, your vehicle needs service, and you should take your Buick to the dealer at once. To save your battery until you get there, turn off all accessories, and set your air system to OFF.

Gate Ajar Light



Your wagon has a GATE AJAR warning light. This red light should come on when the tailgate is opened as a door. It will stay on until the tailgate has been fully closed. It does *not* come on when the tailgate has been opened as a gate.

Low Washer Fluid Light



If this orange light comes on, it means you're low on washer fluid.

Cruise Control Light



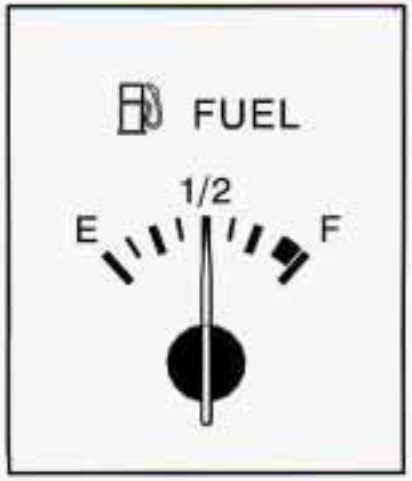
This light comes on when you set cruise control.

Low Fuel Light



This amber light comes on briefly as a bulb check when you start your engine. If this light comes on and stays on, you should get more fuel soon.

Fuel Gage



Your fuel gage shows how much fuel is in your tank. It works only when the engine is on. When the indicator nears E, you still have a little fuel left. You need to get more right away.

Here are four concerns some owners have had about the fuel gage. All these situations are normal and do not indicate that anything is wrong with the fuel gage.

- At the gas station, the gas pump shuts off before the gage reads F.
- It takes more (or less) gas to fill up than the gage indicated. For example, the gage may have indicated half full, but it took more -- or less -- than half of the tank's capacity to fill it.
- The gage may move when you turn a corner, speed up, or stop your vehicle.
- When you turn the engine off, the gage doesn't go all the way back to E.

Section 3 Comfort Controls and Audio Systems

In this part you'll find out how to operate the comfort control systems and audio systems offered with your Buick. Be sure to read about the particular system supplied with your vehicle.

Air Conditioning with Electronic Controls



Fresh air from outside your vehicle flows through your Buick when the vehicle is moving. When the vehicle is not moving, you can get outside air to flow through by selecting any air choice (except the rear window defogger) and the HI fan speed.

The manual system will recirculate the air for maximum air conditioning performance when RECIRC is selected.

Your Buick's flow-through ventilation system supplies outside air into the vehicle when it is moving. When the heater or air conditioning fan is running, outside air will also enter the vehicle.

System Controls

Fan Speeds

The fan control is used to select the airflow.

Temperature Control

Slide the temperature control between COOL and WARM to change the temperature of the air coming through your air outlets.

Air Conditioning

On very hot days, open the windows long enough to let hot inside air escape. This reduces the amount of work your air conditioner's compressor will have to do, which should help fuel economy. Press A/C to turn on the air conditioning.

RECIRC: This setting provides maximum cooling by recirculating the air inside your vehicle. The airflow comes from the instrument panel outlets.

MIDDLE: Pressing this button directs the air through the instrument panel outlets.

BLEND: This setting directs the airflow to the instrument panel outlets and the floor outlets.

FLOOR: Pressing this button directs all the airflow to the floor outlets.

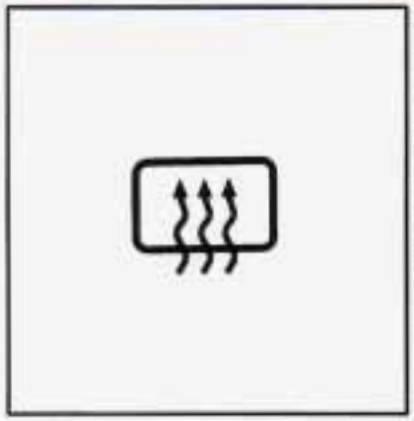
DEFOG: This setting directs the airflow to the windshield and the floor area.

Defrost



The defrost setting directs most of the air through the defroster vents and some through the heater outlets. Use defrost when you want to remove fog or ice from the windshield.

Rear Window Defogger (Option)



The lines you see on the rear window warm the glass. Press the button to start warming your window. After 10 minutes, it will go off by itself or pressing the button again during the heating cycle will shut it off.

If you need additional warming time, press the button again.

If you have the heated outside rearview mirrors option, the mirrors will be warmed when the rear defogger is on.

Do not attach anything like a temporary vehicle license or decal across the defogger grid on the rear window.

NOTICE:

Don't use a razor blade or something else sharp on the inside of the rear window. If you do, you could cut or damage the warming grid, and the repairs wouldn't be covered by your warranty.

Ventilation

For mild outside temperatures, when little heating or cooling is needed, press the A/C button to deactivate the air conditioner. RECIRC, DEFOG and DEFROST must also be off. Air will flow through the instrument panel outlets near the floor. Use the air outlets to turn on, adjust and turn off the airflow. Adjust the temperature control lever to a comfortable level.

Heating

When outside temperatures are cold, sliding the temperature control to WARM will send heated air through the heater outlets, and some through the defroster vents.

Electronic Climate Control (Option)



Fresh air from outside your vehicle flows through your Buick when the vehicle is moving. When the vehicle is not moving, you can get outside air to flow through by selecting any air choice (except the rear window defogger).

The automatic system will recirculate the air inside the vehicle for maximum air conditioning performance if the inside of the vehicle is hot. The automatic system will return to circulating outside air once the vehicle interior has cooled down.

System Controls

TEMP: To choose the temperature you want maintained inside the vehicle, use this button.

Pressing the TEMP button only once with the exterior temperature displayed will not change the set temperature.

From the AUTO mode, pressing the temperature to 90° F (33° C) will automatically allow the system to select the high blower and FLOOR mode.

From the AUTO mode, pressing the temperature to 60° F (16° C) will automatically allow the system to select high blower MIDDLE mode and recirculate air.

AUTO: When the system is set for automatic, air will come from the floor outlets, the instrument panel outlets or both. Fan speed will vary (unless an arrow on the FAN button has been pressed) as the system gets to and maintains the temperature setting you have selected.

The display will show the selected temperature and blower speed.

In cold weather the system will delay turning on the blower, to avoid blowing cold air. The length of the delay depends on engine coolant temperature, outside temperature and time since the engine was last started.

Pressing an arrow on the FAN button will override this delay and turn on the blower.

MIDDLE: Pressing this button directs the air through the instrument panel outlets.

BLEND: This setting directs the airflow to the instrument panel outlets and the floor outlets.

FLOOR: Pressing this setting directs all airflow to the floor outlets.

DEFOG: This setting directs the airflow to the windshield and floor areas.

VENT: Use this setting when you don't want to cool the air coming into your vehicle. The airflow will come from the instrument panel outlets.

OFF: When the system is off, the ventilation allows air to flow through the heater ducts while the vehicle is moving.

The exterior temperature will show in the display area.

Fan Speeds

The speed of the blower fan is controlled automatically if you have the fan on AUTO. However, you can control the fan blower speed with the FAN button.

The blower speed will go lower or higher with every press of the button until the lowest or highest speed is reached.

Defrost



This setting will direct the airflow toward the windshield. Use defrost when there is fog or ice on the windshield.

Defrost will work better if any ice and snow is cleared from the hood and the air inlet area between the hood and the windshield.

Blower speed will be controlled automatically, or you can choose another speed by pressing the FAN button.

Rear Window Defogger (Option)



The lines you see on the rear window warm the glass to remove fog and ice. Press the button to start warming your window. After 10 minutes, it will go off by itself, or pressing the button again during the heating cycle will shut it off.

If you need additional warming time, press the button again.

If you have the heated outside rearview mirrors option, the mirrors will be warmed when the rear defogger is on.

Do not attach anything like a temporary vehicle license or decal across the defogger grid on the rear window.

NOTICE:

Don't use a razor blade or something else sharp on the inside of the rear window. If you do, you could cut or damage the warming grid, and the repairs wouldn't be covered by your warranty.

Audio Systems

Your Delco® audio system has been designed to operate easily and give years of listening pleasure. You will get the most enjoyment out of it if you acquaint yourself with it first. Find out what your Delco® system can do and how to operate all of its controls, to be sure you're getting the most out of the advanced engineering that went into it.

Setting the Clock

1. Press and hold HRS until the correct hour appears.
2. Press and hold MIN until the correct minute appears.

AM/FM Stereo Radio with Cassette Tape Player



Playing the Radio

Turn the VOLUME knob to turn the system on and off.

VOLUME: Turn the upper knob clockwise to increase volume. Turn it counterclockwise to decrease volume

RECALL: Press the upper knob briefly to recall the station being played or the clock display. To change what is normally shown on the display (station or time), press the knob until you see the display you want, then hold the knob until the display flashes. If you press the knob when the ignition is off, the clock will show for a few seconds.

Finding a Station

Press the lower knob to select FM1, FM2 or AM.

TUNE: Turn the lower knob to choose radio stations.

SEEK: Press the forward or backward arrow to go to the next higher or lower station. The sound will be muted while seeking.

SCAN: Press one of the SEEK arrows for two seconds, and SCAN will appear in the display. Use SCAN to listen to stations for a few seconds. The radio will go to a station, stop for a few seconds, then go on to the next station. Press one of the SEEK buttons again to stop scanning.

Presets: The six pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2).

1. Press AM FM to select the band.
2. Find the station you want.
3. Press and hold one of the six numbered buttons.
4. The sound will mute. When it returns, release the button.

Whenever you press that numbered button, the station you set will return.

P SCAN: Press P SCAN to listen to each of your preset stations for a few seconds. The radio will go to the first preset station, stop for a few seconds, then go on to the next preset station. Press P SCAN again to stop scanning.

Setting the Tone

BASS: Press this knob lightly so it extends. Turn the knob to increase or decrease bass. The middle position is a detent.

TREB: Press this button lightly so it extends. Turn the knob to increase or decrease treble. The middle position is a detent.

Push the knobs back in when you're not using them.

Adjusting the Speakers

BAL: Turn the control behind the upper knob to move the sound to the left or right speakers. The middle position is a detent and balances the speakers.

FADE: Turn the control behind the lower knob to move the sound to the front or rear speakers. The middle position is a detent and balances the speakers.

Playing a Cassette Tape

The longer side with the tape visible should face to the right. The tape will begin playing as soon as you insert it. If you hear nothing or hear a garbled sound, the tape may not be in squarely. Press EJECT to remove the tape and start over.

While the tape is playing, use the VOLUME, FADE, BAL, TREB and BASS controls just as you do for the radio. Other controls may have different functions when a tape is inserted. The display will show an arrow to indicate which side of the tape is playing.

If you want to insert a tape when the ignition or radio is off, first press EJECT or RECALL. Note that cassette tape adapter kits for portable compact disc players will not work in your cassette player. These adapters will cause an error message in the display, and the adapter cassette will be ejected.

Your tape bias is set automatically.

SEEK: Press the forward or backward arrow to search for the next or previous selection on the tape. Your tape must have at least three seconds of silence between each selection for SEEK to work.

◀◀(3): Press this button to reverse the tape rapidly. Press it again to return to playing speed. The radio will play while the tape reverses.

▶▶(4): Press this button to advance quickly to another part of the tape. Press the button again to return to playing speed. The radio will play while the tape advances.

SIDE (5): Press this button to change the side of the tape that is playing.

DD (6): Press this button to reduce background noise. The display will show either OFF or ON for a few seconds when you press the button.

Dolby® B Noise Reduction is manufactured under license from Dolby Laboratories Licensing Corporation. DOLBY and the DD symbol are trademarks of Dolby Laboratories Licensing Corporation.

EJECT: Press this button to remove the tape. The radio will play.

CLN: This message may appear on the display. If it does, your cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to your tapes and player. See "Care of Your Cassette Tape Player" in the Index. After you clean the player, press and hold EJECT for five seconds to reset the CLN indicator. "- - -" will appear in the display to show the indicator was reset.

AM/FM Stereo Radios with Automatic Tone Control (Option)

If your Buick has a radio with Automatic Tone Control, the instructions below will explain how to use the radio. To find out if your radio has Automatic Tone Control, look for a TONE button. If the system has one, you have Automatic Tone Control. If not, see the system explained earlier in this section.

Playing the Radio

Press the VOLUME knob to turn the system on and off.

VOLUME: Turn this knob clockwise to increase volume. Turn it counterclockwise to decrease volume

RECALL: Press this button briefly to recall the station being played or the clock display. To change what is normally shown on the display (station or time), press the button until you see the display you want, then hold the button until the display flashes. If you press the button when the ignition is off, the clock will show for a few seconds.

Finding a Station

AM FM: Press this button to get AM, FM1 or FM2. The display shows your selection.

TUNE: Press the up or down arrow to choose radio stations.

SEEK: Press the up or down arrow to go to the next higher or lower station. The sound will be muted while seeking.

SCAN: Press one of the SEEK arrows for two seconds, and SCAN will appear in the display. Use SCAN to listen to stations for a few seconds. The radio will go to a station, stop for a few seconds, then go on to the next station. Press SEEK again to stop scanning.

Presets: The six pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2). You can also set an equalization setting with each preset station.

1. Press AM FM to select the band.
2. Find the station you want.

3. Press TONE to choose the equalization setting for the station.
4. Press and hold one of the six numbered buttons.
5. The sound will mute. When it returns, release the button.

Whenever you press that numbered button, the station and the equalization you set will return.

AUTO SET: Press this button and the system will set the 12 strongest FM or the six strongest AM stations on your preset buttons. To return to the stations you manually set, press the AUTO SET button again.

P SCAN: Press P SCAN to listen to each of your preset stations for a few seconds. The radio will go to the first preset station, stop for a few seconds, then go on to the next preset station. Press P SCAN again to stop scanning.

Setting the Tone

BASS: Press this knob lightly so it extends. Turn the knob to increase or decrease bass. The middle position is a detent.

TREB: Press this button lightly so it extends. Turn the knob to increase or decrease treble. The middle position is a detent.

Push the knobs back in when you're not using them.

TONE: This feature allows you to choose preset treble and bass equalization settings designed for classical, pop, rock, jazz, talk and country/western stations. CLASS will appear on the display when you first press TONE. Each time you press it, another setting will appear on the display. Press it again after C&W appears and MANUAL will appear. Tone control will return to the treble and bass knobs. Also, if you use the treble and bass knobs, control will return to them and MANUAL will appear.

Adjusting the Speakers

BAL: Press this button lightly so it extends. Turn the knob to move the sound to the left or right speakers. The middle position is a detent and balances the speakers.

FADE: Press this button lightly so it extends. Turn the knob to move the sound to the front or rear speakers. The middle position is a detent and balances the speakers.

Push the knobs back in when you're not using them.



Playing a Cassette Tape

The longer side with the tape visible should face to the right. The tape will begin playing as soon as you insert it. If you hear nothing or hear a garbled sound, the tape may not be in squarely. Press EJECT to remove the tape and start over. If you want to insert a tape when the ignition is off, first press EJECT or RECALL.

While the tape is playing, use the VOLUME, FADE, BAL, TREB and BASS controls just as you do for the radio. Other controls may have different functions when a tape is inserted. The display will show TAPE and an arrow to indicate which side of the tape is playing.

Your tape bias is set automatically.

PREV (1): Press this button to search for the previous selection on the tape. Your tape must have at least three seconds of silence between each selection for PREV to work.

NEXT (2): Press this button to search for the next selection on the tape. Your tape must have at least three seconds of silence between each selection for NEXT to work.

The SEEK down and up arrows will also find the previous and next selections on the tape.

◄◄(3): Press this button to reverse the tape rapidly. Press it again to return to playing speed. The radio will play while the tape reverses.

▶▶(4): Press this button to advance quickly to another part of the tape. Press the button again to return to playing speed. The radio will play while the tape advances.

SIDE (5): Press this button to change the side of the tape that is playing.

DD **(6):** Press this button to reduce background noise.

Dolby® B Noise Reduction is manufactured under license from Dolby Laboratories Licensing Corporation. DOLBY and the DD symbol are trademarks of Dolby Laboratories Licensing Corporation.

AM FM: Press this button to play the radio when a tape is in the player.

SOURCE: Press this knob to change to the tape function when the radio is on. TAPE with an arrow will appear on the display when the tape is active.

EJECT: Press this button to remove the tape. The radio will play.



Playing a Compact Disc

Insert a disc partway into the slot, label side up. The player will pull it in. The disc should begin playing.

If you're driving on a very rough road or if it's very hot, the disc may not play and ERR (error) may appear on the display. Press RECALL to take ERR off the display. When things get back to normal, the disc should play. If the disc comes out, it could be that:

- The disc is upside down.
- It is dirty, scratched or wet.
- It is very humid. If so, wait about an hour and try again.

RECALL: Press this button to see which track is playing. Press it again within five seconds to see how long it has been playing. To change what is normally shown on the display (track or elapsed time), press the button until you see the display you want, then hold the button until the display flashes.

PREV (1): Press this button to go to the start of the current track, if more than eight seconds have played. If you hold the button or press it more than once, the player will continue moving back through the disc.

NEXT (2): Press this button to go to the next track. If you hold the button or press it more than once, the player will continue moving forward through the disc.

◀◀(3): Press and hold this button to return to a passage quickly. You will hear sound.

▶▶(4): Press and hold this button to advance to a passage quickly. You will hear sound.

RAND (6): Press this button to hear the tracks in random order.

AM FM: Press this button to play the radio when a disc is in the player.

If you turn off the ignition or radio with a disc in the player, it will stay in the player. When you turn on the ignition or system, the disc will start playing where it was stopped.



Combined Cassette/CD Player -- Unique Features

DD: The player automatically reduces background noise from Dolby® B NR-encoded tapes.

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AUTO PRESET: Press it and the system will set the 12 strongest FM or the six strongest AM stations on your preset buttons. To return to the stations you manually set, press the AUTO PRESET button again. (This button performs the same function as AUTO SET described above.)

EJECT: The system has two EJECT buttons. Press the button near the CD slot to remove a disc. Press the button near the tape slot to remove a tape. The radio will play.

SOURCE: Press this knob to change to the tape or disc function when the radio is on. If both a tape and a disc are installed, the system will first go to tape play; TAPE will appear on the display. If SOURCE is pressed again, the system will go to disc play; CD will appear on the display.

THEFTLOCK™

Your system has this feature if it shows "Theftlock" on its face. THEFTLOCK™ is a theft-deterrent feature that can be used or ignored. If you ignore it, your system will play normally. If you use it, your system can't be turned on if it is stolen because it locks anytime battery power is removed. To unlock it, a code must be entered.

These instructions will tell you how to enter a code into your system. They also tell you how to unlock the system with your code and how to shut off the THEFTLOCK™ system.

Entering a Code

1. Write down any number from 000 to 1999. This is your code.
2. Turn the ignition to ACCESSORY or RUN.
3. Turn the radio off.
4. Press buttons 1 and 4 at the same time and hold until "- - -" shows on the display.

   You now have only 15 seconds between each of the following steps.
5. Press MIN and "000" will appear on the display.
6. Press MIN again and hold until the last two digits of your code appear.
7. Press and hold HRS until the first digit or digits of your code appear.
8. Press AM FM after you make sure the code matches the one you wrote down. "rEP" will appear on the display, meaning you should repeat Steps 5 through 7.
9. After you repeat the steps, press AM FM. SEC should appear on the display, meaning your system is secured. If your ignition is off, "Theftlock" will flash in the display.

Store the paper with your code written on it in a safe place.

Unlocking the System

If battery power is removed for any reason, LOC will appear on the display when power is reapplied. You will need to enter your code to unlock the system. You have only 15 seconds between each of the following steps.

1. Turn the ignition on. LOC will appear on the display.
2. Press MIN and "000" will appear on the display.
3. Press MIN again and hold until the last two digits of your code appear.
4. Press and hold HRS until the first digit or digits of your code appear.
5. Press AM FM after you make sure the code matches the one you wrote down. SEC should appear on the display, meaning you can now use your system, and it is secured.

Disabling THEFTLOCK™

If you want to turn off THEFTLOCK™, you will need to enter your code. If you lose or forget your code, see your dealer.

1. Press buttons 1 and 4 at the same time and hold until "SEC" shows on the display.

   You now have only 15 seconds between each of the following steps.
2. Press MIN and "000" will appear on the display.
3. Press MIN again and hold until the last two digits of your code appear.
4. Press and hold HRS until the first digit or digits of your code appear.
5. Press AM FM after you make sure the code matches the one you wrote down. "- - -" should appear on the display, meaning your system is unsecured.

Tips About Your Audio System

Hearing damage from loud noise is almost undetectable until it is too late. Your hearing can adapt to higher volumes of sound. Sound that seems normal can be loud and harmful to your hearing. Take precautions by adjusting the volume control on your radio to a safe sound level before your hearing adapts to it.

To help avoid hearing loss or damage:

1. Adjust the volume control to the lowest setting.
2. Increase volume slowly until you hear comfortably and clearly.

NOTICE:

Before you add any sound equipment to your vehicle -- like a tape player, CB radio, mobile telephone or two-way radio -- be sure you can add what you want. If you can, it's very important to do it properly. Added sound equipment may interfere with the operation of your vehicle's engine, Delco® radio or other systems, and even damage them. And, your vehicle's systems may interfere with the operation of sound equipment that has been added improperly.

So, before adding sound equipment, check with your dealer and be sure to check Federal rules covering mobile radio and telephone units.

Understanding Radio Reception

FM Stereo

FM stereo will give you the best sound, but FM signals will reach only about 10 to 40 miles (16 to 65 km). Tall buildings or hills can interfere with FM signals, causing the sound to come and go.

AM

The range for most AM stations is greater than for FM, especially at night. The longer range, however, can cause stations to interfere with each other. AM can also pick up noise from things like storms and power lines. To lower this noise, try reducing the treble level.

Care of Your Cassette Tape Player

A tape player that is not cleaned regularly is subject to reduced sound quality, ruining the cassette, or damaging the mechanism. Tape cassettes that are not properly stored in their plastic cases away from contaminants, direct sunlight, and extreme heat may not operate properly and could cause premature failure of the tape player.

Your tape player should be cleaned with every 50 hours of use to provide optimum performance. Your radio may display CLN to indicate that you have used your tape player for 50 hours without resetting the tape clean timer. (See "Playing a Cassette Tape" earlier in this section.) If you notice a reduction in sound quality, regardless of when the tape player was last cleaned, try playing a different cassette to see if the tape or the tape player is at fault. If the second cassette results in no improvement in sound quality, try cleaning the tape player.

Proper tape player cleaning should be done with a scrubbing action, non-abrasive cleaner cassette. This is a wet-type cleaning system that uses a cleaning cassette with pads which scrub the tape head as the hubs of the cleaner cassette turn. To properly clean your tape player, follow the instructions with the cleaning cassette. If you use this type of cleaner, the radio may display an error and eject the cartridge. This is normal and is the result of an added feature in the tape player that detects broken tapes. If an error occurs, you will need to insert the cleaning cassette at least three times to thoroughly clean the tape player.

You may prefer to use a non-scrubbing action, wet-type cleaner. This type of cleaner uses a fabric belt to clean the tape head. This type of cleaner cassette will not cause an error, but it may not clean the tape player as thoroughly as the scrubbing type cleaner.

A scrubbing action cleaner is available through your dealer (GM Part No. 12344600).

Cassettes are subject to wear and the sound quality may degrade over time. Always verify that the cassette tape is in good condition and the tape player is clean before obtaining service on your tape player.

Care of Your Compact Discs

Handle discs carefully. Store them in their original cases or other protective cases and away from direct sunlight and dust. If the surface of a disc is soiled, dampen a clean, soft cloth in a mild, neutral detergent solution and clean it, wiping from the center to the edge.

Be sure never to touch the signal surface when handling discs. Pick up discs by grasping the outer edges or the edge of the hole and the outer edge.

Fixed Mast Antenna

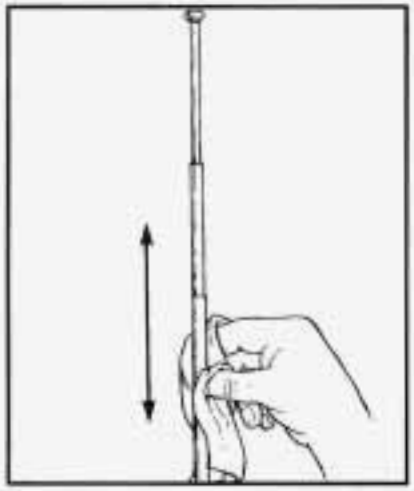
The fixed mast antenna can withstand most car washes without being damaged. If the mast should ever become slightly bent, you can straighten it out by hand. If the mast is badly bent, as it might be by vandals, you should replace it.

Check every once in a while to be sure the mast is still tightened to the fender.

Power Antenna Mast Care

Your power antenna will look its best and work well if it's cleaned from time to time. To clean the antenna mast:

1. Turn on the ignition and radio to raise the antenna.
2. Dampen a clean cloth with mineral spirits or equivalent solvent.



3. Wipe the cloth over the mast sections, removing any dirt.

4. Wipe dry with a clean cloth.
5. Make the antenna go up and down by turning the radio or ignition off and on.
6. Then repeat if necessary.

NOTICE:

Don't lubricate the power antenna. Lubrication could damage it.

NOTICE:

Before entering an automatic car wash, turn off your radio to make the power antenna go down. This will prevent the mast from possibly getting damaged. If the antenna does not go down when you turn the radio off, it may be damaged or need to be cleaned. In either case, lower the antenna by hand by carefully pressing the antenna down.

If the mast portion of your antenna is damaged, you can easily replace it. See your dealer for a replacement kit and follow the instructions in the kit.

NOTES

Section 4 Your Driving and the Road



Here you'll find information about driving on different kinds of roads and in varying weather conditions. We've also included many other useful tips on driving.

Defensive Driving

The best advice anyone can give about driving is: Drive defensively.

Please start with a very important safety device in your Buick: Buckle up. (See "Safety Belts" in the Index.)

Defensive driving really means "be ready for anything." On city streets, rural roads, or freeways, it means "always expect the unexpected."

Assume that pedestrians or other drivers are going to be careless and make mistakes. Anticipate what they might do. Be ready for their mistakes.

Rear-end collisions are about the most preventable of accidents. Yet they are common. Allow enough following distance. It's the best defensive driving maneuver, in both city and rural driving. You never know when the vehicle in front of you is going to brake or turn suddenly.

Drunken Driving

Death and injury associated with drinking and driving is a national tragedy. It's the number one contributor to the highway death toll, claiming thousands of victims every year.

Alcohol affects four things that anyone needs to drive a vehicle:

- Judgment
- Muscular Coordination
- Vision
- Attentiveness

Police records show that almost half of all motor vehicle-related deaths involve alcohol. In most cases, these deaths are the result of someone who was drinking and driving. In recent years, some 18,000 annual motor vehicle-related deaths have been associated with the use of alcohol, with more than 300,000 people injured.

Many adults -- by some estimates, nearly half the adult population -- choose never to drink alcohol, so they never drive after drinking. For persons under 21, it's against the law in every U.S. state to drink alcohol. There are good medical, psychological and developmental reasons for these laws.

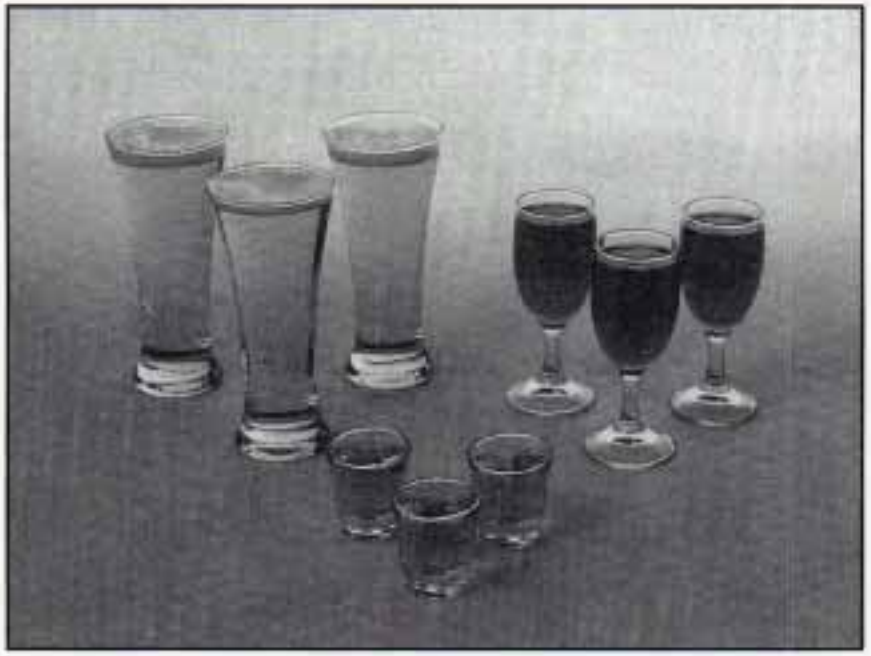
The obvious way to solve this highway safety problem is for people never to drink alcohol and then drive. But what if people do? How much is "too much" if the driver plans to drive? It's a lot less than many might think. Although it depends on each person and situation, here is some general information on the problem.

The Blood Alcohol Concentration (BAC) of someone who is drinking depends upon four things:

- How much alcohol consumed
- The drinker's body weight
- The amount of food that is consumed before and during drinking
- The length of time it has taken the drinker to consume the alcohol

According to the American Medical Association, a 180-pound (82 kg) person who drinks three 12-ounce (355 ml) bottles of beer in an hour will end up with a BAC of about 0.06 percent. The person would reach the same BAC by drinking three 4-ounce (120 ml) glasses

of wine or three mixed drinks if each had 1-1/2 ounces (45 ml) of a liquor like whiskey, gin or vodka.



It's the amount of alcohol that counts. For example, if the same person drank three double martinis (3 ounces or 90 ml of liquor each) within an hour, the person's BAC would be close to 0.12 percent. A person who consumes food just before or during drinking will have a somewhat lower BAC level.

There is a gender difference, too. Women generally have a lower relative percentage of body water than men. Since alcohol is carried in body water, this means that a woman generally will reach a higher BAC level than a man of her same body weight when each has the same number of drinks.

The law in many U.S. states sets the legal limit at a BAC of 0.10 percent. In a growing number of U.S. states, and throughout Canada, the limit is 0.08 percent. In some other countries it's even lower. The BAC limit for all commercial drivers in the U.S. is 0.04 percent.

The BAC will be over 0.10 percent after three to six drinks (in one hour). Of course, as we've seen, it depends on how much alcohol is in the drinks, and how quickly the person drinks them.

But the ability to drive is affected well below a BAC of 0.10 percent. Research shows that the driving skills of many people are impaired at a BAC approaching 0.05 percent, and that the effects are worse at night. All drivers are impaired at BAC levels above 0.05 percent. Statistics show that the chance of being in a collision increases sharply for drivers who have a BAC of 0.05 percent or above. A driver with a BAC level of 0.06 percent has doubled his or her chance of having a collision. At a BAC level of 0.10 percent, the chance of

this driver having a collision is twelve times greater; at a level of 0.15 percent, the chance is twenty-five times greater!

The body takes about an hour to rid itself of the alcohol in one drink. No amount of coffee or number of cold showers will speed that up. "I'll be careful" isn't the right answer. What if there's an emergency, a need to take sudden action, as when a child darts into the street? A person with even a moderate BAC might not be able to react quickly enough to avoid the collision.

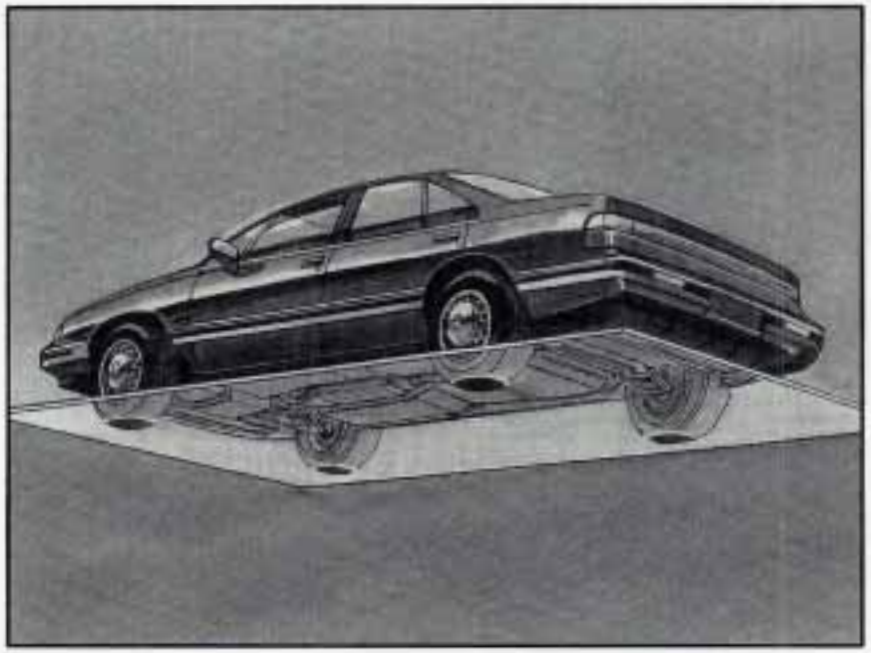
There's something else about drinking and driving that many people don't know. Medical research shows that alcohol in a person's system can make crash injuries worse, especially injuries to the brain, spinal cord or heart. This means that when anyone who has been drinking -- driver or passenger -- is in a crash, that person's chance of being killed or permanently disabled is higher than if the person had not been drinking.

⚠ CAUTION:

Drinking and then driving is very dangerous. Your reflexes, perceptions, attentiveness and judgment can be affected by even a small amount of alcohol. You can have a serious -- or even fatal -- collision if you drive after drinking. Please don't drink and drive or ride with a driver who has been drinking. Ride home in a cab; or if you're with a group, designate a driver who will not drink.

Control of a Vehicle

You have three systems that make your vehicle go where you want it to go. They are the brakes, the steering and the accelerator. All three systems have to do their work at the places where the tires meet the road.



Sometimes, as when you're driving on snow or ice, it's easy to ask more of those control systems than the tires and road can provide. That means you can lose control of your vehicle.

Braking

Braking action involves *perception time* and *reaction time.*

First, you have to decide to push on the brake pedal. That's *perception time.* Then you have to bring up your foot and do it. That's *reaction time.*

Average *reaction time* is about 3/4 of a second. But that's only an average. It might be less with one driver and as long as two or three seconds or more with another. Age, physical condition, alertness, coordination, and eyesight all play a part. So do alcohol, drugs and frustration. But even in 3/4 of a second, a vehicle moving at 60 mph (100 km/h) travels 66 feet (20 m). That could be a lot of distance in an emergency, so keeping enough space between your vehicle and others is important.

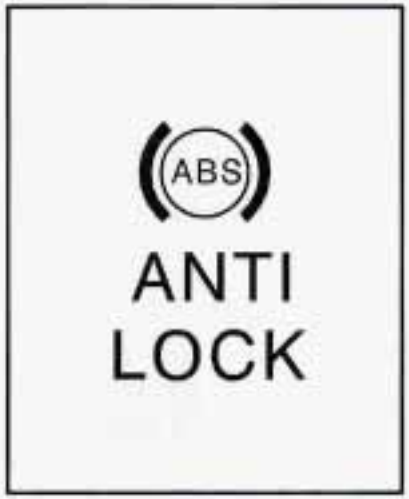
And, of course, actual stopping distances vary greatly with the surface of the road (whether it's pavement or gravel); the condition of the road (wet, dry, icy); tire tread; and the condition of your brakes.

Avoid needless heavy braking. Some people drive in spurts -- heavy acceleration followed by heavy braking -- rather than keeping pace with traffic. This is a mistake. Your brakes may not have time to cool between hard stops. Your brakes will wear out much faster if you do a lot of heavy braking. If you keep pace with the traffic and allow realistic following distances, you will eliminate a lot of unnecessary braking. That means better braking and longer brake life.

If your engine ever stops while you're driving, brake normally but don't pump your brakes. If you do, the pedal may get harder to push down. If your engine stops, you will still have some power brake assist. But you will use it when you brake. Once the power assist is used up, it may take longer to stop and the brake pedal will be harder to push.

Anti-Lock Brakes (ABS)

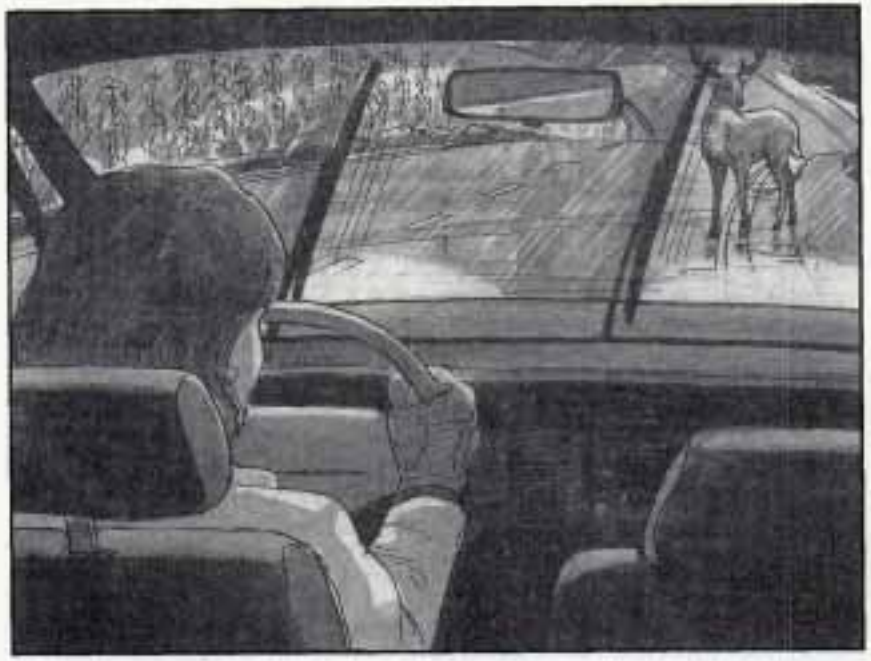
Your Buick has an advanced electronic braking system that will help prevent a braking skid.



This light on the instrument panel will come on briefly when you start your vehicle.

When you start your vehicle and begin to drive away, you may hear a momentary motor or clicking noise. And you may even notice that your brake pedal moves a little while this is going on. This is the ABS system testing itself. If there's a problem with the anti-lock brake system, the anti-lock brake system warning light will stay on.

See "Anti-Lock Brake System Warning Light" in the Index.



Here's how anti-lock works. Let's say the road is wet. You're driving safely. Suddenly an animal jumps out in front of you.

You slam on the brakes. Here's what happens with ABS.

A computer senses that wheels are slowing down. If one of the wheels is about to stop rolling, the computer will separately work the brakes at each front wheel and at the rear wheels.

The anti-lock system can change the brake pressure faster than any driver could. The computer is programmed to make the most of available tire and road conditions.



You can steer around the obstacle while braking hard.

As you brake, your computer keeps receiving updates on wheel speed and controls braking pressure accordingly.

Remember: Anti-lock doesn't change the time you need to get your foot up to the brake pedal. If you get too close to the vehicle in front of you, you won't have time to apply your brakes if that vehicle suddenly slows or stops. Always leave enough room up ahead to stop, even though you have anti-lock brakes.

To Use Anti-Lock

Don't pump the brakes. Just hold the brake pedal down and let anti-lock work for you. You may hear the anti-lock pump or motor operate, and feel the brake pedal pulsate, but this is normal.

Braking in Emergencies

Use your anti-lock braking system when you need to. With anti-lock, you can steer and brake at the same time. In many emergencies, steering can help you more than even the very best braking.

Steering

Power Steering

If you lose power steering assist because the engine stops or the system is not functioning, you can steer but it will take much more effort.

Steering Tips

Driving on Curves

It's important to take curves at a reasonable speed.

A lot of the "driver lost control" accidents mentioned on the news happen on curves. Here's why:

Experienced driver or beginner, each of us is subject to the same laws of physics when driving on curves. The traction of the tires against the road surface makes it possible for the vehicle to change its path when you turn the front wheels. If there's no traction, inertia will keep the vehicle going in the same direction. If you've ever tried to steer a vehicle on wet ice, you'll understand this.

The traction you can get in a curve depends on the condition of your tires and the road surface, the angle at which the curve is banked, and your speed. While you're in a curve, speed is the one factor you can control.

Suppose you're steering through a sharp curve. Then you suddenly accelerate. Both control systems -- steering and acceleration -- have to do their work where the tires meet the road. Adding the sudden acceleration can demand too much of those places. You can lose control.

What should you do if this ever happens? Ease up on the accelerator pedal, steer the vehicle the way you want it to go, and slow down.

Speed limit signs near curves warn that you should adjust your speed. Of course, the posted speeds are based on good weather and road conditions. Under less favorable conditions you'll want to go slower.

If you need to reduce your speed as you approach a curve, do it before you enter the curve, while your front wheels are straight ahead.

Try to adjust your speed so you can "drive" through the curve. Maintain a reasonable, steady speed. Wait to accelerate until you are out of the curve, and then accelerate gently into the straightaway.

Steering in Emergencies

There are times when steering can be more effective than braking. For example, you come over a hill and find a truck stopped in your lane, or a car suddenly pulls out from nowhere, or a child darts out from between parked cars and stops right in front of you. You can avoid these problems by braking -- if you can stop in time. But sometimes you can't; there isn't room. That's the time for evasive action -- steering around the problem.

Your Buick can perform very well in emergencies like these. First apply your brakes. (See "Braking in Emergencies" earlier in this section.) It is better to remove as much speed as you can from a possible collision. Then steer around the problem, to the left or right depending on the space available.

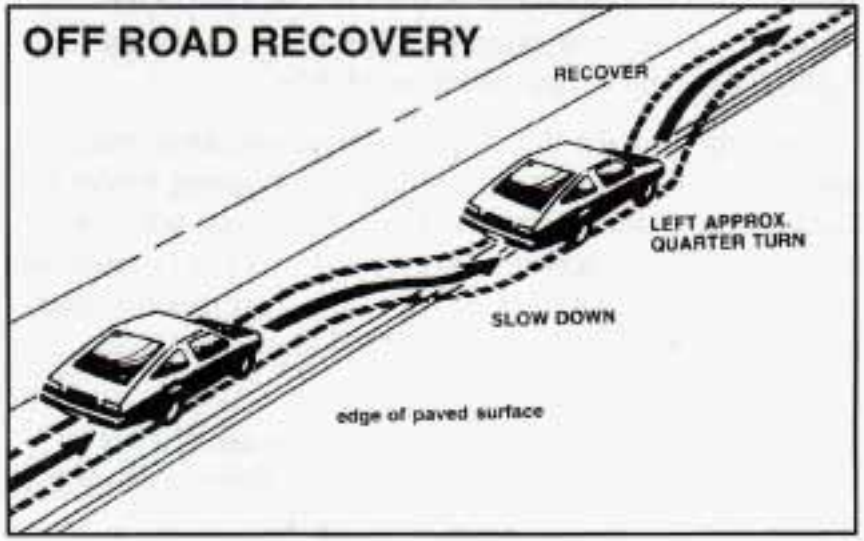
An emergency like this requires close attention and a quick decision. If you are holding the steering wheel at the recommended 9 and 3 o'clock positions, you can turn it a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten the wheel once you have avoided the object.

The fact that such emergency situations are always possible is a good reason to practice defensive driving at all times and wear safety belts properly.

Off-Road Recovery

You may find sometime that your right wheels have dropped off the edge of a road onto the shoulder while you're driving.

If the level of the shoulder is only slightly below the pavement, recovery should be fairly easy. Ease off the accelerator and then, if there is nothing in the way, steer so that your vehicle straddles the edge of the pavement. You can turn the steering wheel up to 1/4 turn until the right front tire contacts the pavement edge. Then turn your steering wheel to go straight down the roadway.



Passing

The driver of a vehicle about to pass another on a two-lane highway waits for just the right moment, accelerates, moves around the vehicle ahead, then goes back into the right lane again. A simple maneuver?

Not necessarily! Passing another vehicle on a two-lane highway is a potentially dangerous move, since the passing vehicle occupies the same lane as oncoming traffic for several seconds. A miscalculation, an error in judgment, or a brief surrender to frustration or anger can suddenly put the passing driver face to face with the worst of all traffic accidents -- the head-on collision.

So here are some tips for passing:

- "Drive ahead." Look down the road, to the sides, and to crossroads for situations that might affect your passing patterns. If you have any doubt whatsoever about making a successful pass, wait for a better time.
- Watch for traffic signs, pavement markings, and lines. If you can see a sign up ahead that might indicate a turn or an intersection, delay your pass. A broken center line usually indicates it's all right to pass (providing the road ahead is clear). Never cross a solid line on your side of the lane or a double solid line, even if the road seems empty of approaching traffic.

- Do not get too close to the vehicle you want to pass while you're awaiting an opportunity. For one thing, following too closely reduces your area of vision, especially if you're following a larger vehicle. Also, you won't have adequate space if the vehicle ahead suddenly slows or stops. Keep back a reasonable distance.
- When it looks like a chance to pass is coming up, start to accelerate but stay in the right lane and don't get too close. Time your move so you will be increasing speed as the time comes to move into the other lane. If the way is clear to pass, you will have a "running start" that more than makes up for the distance you would lose by dropping back. And if something happens to cause you to cancel your pass, you need only slow down and drop back again and wait for another opportunity.
- If other cars are lined up to pass a slow vehicle, wait your turn. But take care that someone isn't trying to pass you as you pull out to pass the slow vehicle. Remember to glance over your shoulder and check the blind spot.
- Check your mirrors, glance over your shoulder, and start your left lane change signal before moving out of the right lane to pass. When you are far enough ahead of the passed vehicle to see its front in your inside mirror, activate your right lane change signal and move back into the right lane. (Remember that your right outside mirror is convex. The vehicle you just passed may seem to be farther away from you than it really is.)
- Try not to pass more than one vehicle at a time on two-lane roads. Reconsider before passing the next vehicle.
- Don't overtake a slowly moving vehicle too rapidly. Even though the brake lamps are not flashing, it may be slowing down or starting to turn.
- If you're being passed, make it easy for the following driver to get ahead of you. Perhaps you can ease a little to the right.

Loss of Control

Let's review what driving experts say about what happens when the three control systems (brakes, steering and acceleration) don't have enough friction where the tires meet the road to do what the driver has asked.

In any emergency, don't give up. Keep trying to steer and constantly seek an escape route or area of less danger.

Skidding

In a skid, a driver can lose control of the vehicle. Defensive drivers avoid most skids by taking reasonable care suited to existing conditions, and by not "overdriving" those conditions. But skids are always possible.

The three types of skids correspond to your Buick's three control systems. In the braking skid your wheels aren't rolling. In the steering or cornering skid, too much speed or steering in a curve causes tires to slip and lose cornering force. And in the acceleration skid too much throttle causes the driving wheels to spin.

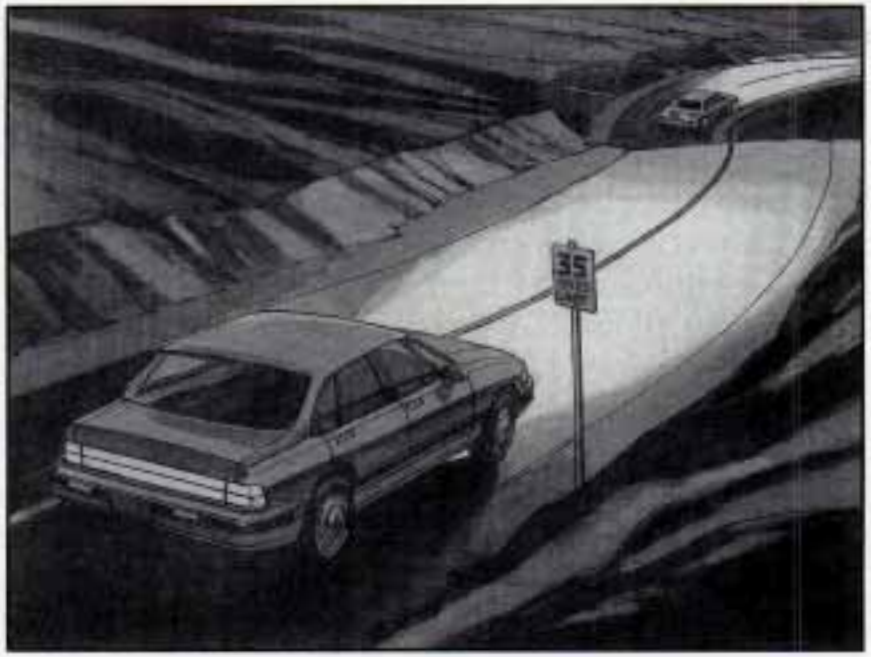
A cornering skid and an acceleration skid are best handled by easing your foot off the accelerator pedal. If your vehicle starts to slide, ease your foot off the accelerator pedal and quickly steer the way you want the vehicle to go. If you start steering quickly enough, your vehicle may straighten out. Always be ready for a second skid if it occurs.

Of course, traction is reduced when water, snow, ice, gravel, or other material is on the road. For safety, you'll want to slow down and adjust your driving to these conditions. It is important to slow down on slippery surfaces because stopping distance will be longer and vehicle control more limited.

While driving on a surface with reduced traction, try your best to avoid sudden steering, acceleration, or braking (including engine braking by shifting to a lower gear). Any sudden changes could cause the tires to slide. You may not realize the surface is slippery until your vehicle is skidding. Learn to recognize warning clues -- such as enough water, ice or packed snow on the road to make a "mirrored surface" -- and slow down when you have any doubt.

Remember: Any anti-lock brake system (ABS) helps avoid only the braking skid.

Driving at Night



Night driving is more dangerous than day driving. One reason is that some drivers are likely to be impaired -- by alcohol or drugs, with night vision problems, or by fatigue.

Here are some tips on night driving.

- Drive defensively.
- Don't drink and drive.
- Adjust your inside rearview mirror to reduce the glare from headlamps behind you.
- Since you can't see as well, you may need to slow down and keep more space between you and other vehicles.
- Slow down, especially on higher speed roads. Your headlamps can light up only so much road ahead.
- In remote areas, watch for animals.
- If you're tired, pull off the road in a safe place and rest.

Night Vision

No one can see as well at night as in the daytime. But as we get older these differences increase. A 50-year-old driver may require at least twice as much light to see the same thing at night as a 20-year-old.

What you do in the daytime can also affect your night vision. For example, if you spend the day in bright sunshine you are wise to wear sunglasses. Your eyes will have less trouble adjusting to night. But if you're driving, don't wear sunglasses at night. They may cut down on glare from headlamps, but they also make a lot of things invisible.

You can be temporarily blinded by approaching lights. It can take a second or two, or even several seconds, for your eyes to readjust to the dark. When you are faced with severe glare (as from a driver who doesn't lower the high beams, or a vehicle with misaimed headlamps), slow down a little. Avoid staring directly into the approaching lights.

Keep your windshield and all the glass on your vehicle clean -- inside and out. Glare at night is made much worse by dirt on the glass. Even the inside of the glass can build up a film caused by dust. Dirty glass makes lights dazzle and flash more than clean glass would, making the pupils of your eyes contract repeatedly.

Remember that your headlamps light up far less of a roadway when you are in a turn or curve. Keep your eyes moving; that way, it's easier to pick out dimly lighted objects. Just as your headlamps should be checked regularly for proper aim, so should your eyes be examined regularly. Some drivers suffer from night blindness -- the inability to see in dim light -- and aren't even aware of it.

Driving in the Rain



Rain and wet roads can mean driving trouble. On a wet road you can't stop, accelerate or turn as well because your tire-to-road traction isn't as good as on dry roads. And, if your tires don't have much tread left, you'll get even less traction. It's always wise to go slower and be cautious if rain starts to fall while you are driving. The surface may get wet suddenly when your reflexes are tuned for driving on dry pavement.

The heavier the rain, the harder it is to see. Even if your windshield wiper blades are in good shape, a heavy rain can make it harder to see road signs and traffic signals, pavement markings, the edge of the road, and even people walking.

It's wise to keep your wiping equipment in good shape and keep your windshield washer tank filled. Replace your windshield wiper inserts when they show signs of streaking or missing areas on the windshield, or when strips of rubber start to separate from the inserts.



Driving too fast through large water puddles or even going through some car washes can cause problems, too. The water may affect your brakes. Try to avoid puddles. But if you can't, try to slow down before you hit them.

⚠ CAUTION:

Wet brakes can cause accidents. They won't work well in a quick stop and may cause pulling to one side. You could lose control of the vehicle.

After driving through a large puddle of water or a car wash, apply your brake pedal lightly until your brakes work normally.

Hydroplaning

Hydroplaning is dangerous. So much water can build up under your tires that they can actually ride on the water. This can happen if the road is wet enough and you're going fast enough. When your vehicle is hydroplaning, it has little or no contact with the road.

Hydroplaning doesn't happen often. But it can if your tires haven't much tread or if the pressure in one or more is low. It can happen if a lot of water is standing on the road. If you can see reflections from trees, telephone poles, or other vehicles, and raindrops "dimple" the water's surface, there could be hydroplaning.

Hydroplaning usually happens at higher speeds. There just isn't a hard and fast rule about hydroplaning. The best advice is to slow down when it is raining.

Some Other Rainy Weather Tips

- Turn on your low-beam headlamps -- not just your parking lamps -- to help make you more visible to others.
- Besides slowing down, allow some extra following distance. And be especially careful when you pass another vehicle. Allow yourself more clear room ahead, and be prepared to have your view restricted by road spray.
- Have good tires with proper tread depth. (See "Tires" in the Index.)

City Driving

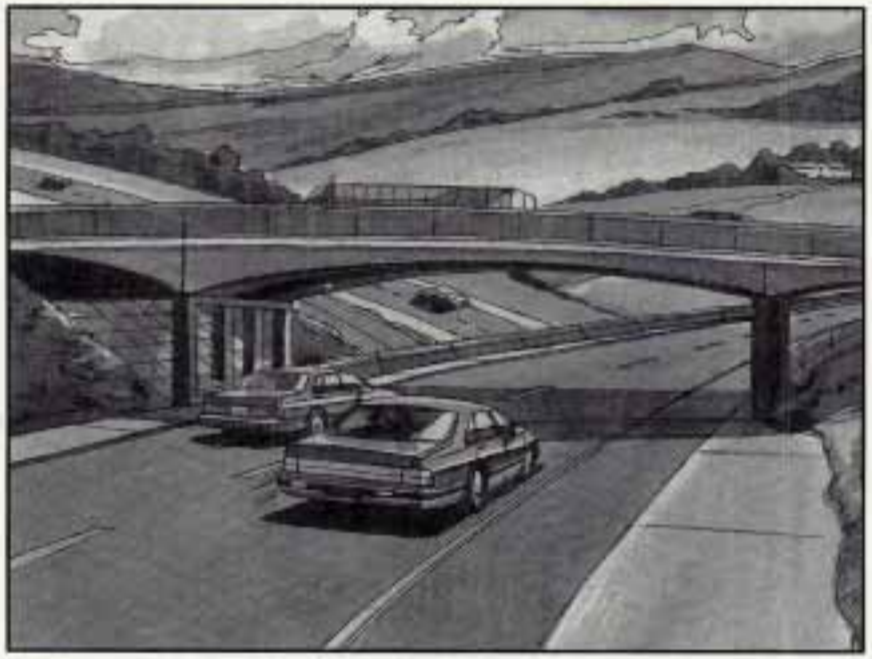


One of the biggest problems with city streets is the amount of traffic on them. You'll want to watch out for what the other drivers are doing and pay attention to traffic signals.

Here are ways to increase your safety in city driving:

- Know the best way to get to where you are going. Get a city map and plan your trip into an unknown part of the city just as you would for a cross-country trip.
- Try to use the freeways that rim and crisscross most large cities. You'll save time and energy. (See the next part, "Freeway Driving.")
- Treat a green light as a warning signal. A traffic light is there because the corner is busy enough to need it. When a light turns green, and just before you start to move, check both ways for vehicles that have not cleared the intersection or may be running the red light.

Freeway Driving



Mile for mile, freeways (also called thruways, parkways, expressways, turnpikes, or superhighways) are the safest of all roads. But they have their own special rules.

The most important advice on freeway driving is: Keep up with traffic and keep to the right. Drive at the same speed most of the other drivers are driving. Too-fast or too-slow driving breaks a smooth traffic flow. Treat the left lane on a freeway as a passing lane.

At the entrance there is usually a ramp that leads to the freeway. If you have a clear view of the freeway as you drive along the entrance ramp, you should begin to check traffic. Try to determine where you expect to blend with the flow. Try to merge into the gap at close to the prevailing speed. Switch on your turn signal, check your mirrors and glance over your shoulder as often as necessary. Try to blend smoothly with the traffic flow.

Once you are on the freeway, adjust your speed to the posted limit or to the prevailing rate if it's slower. Stay in the right lane unless you want to pass.

Before changing lanes, check your mirrors. Then use your turn signal.

Just before you leave the lane, glance quickly over your shoulder to make sure there isn't another vehicle in your "blind" spot.

Once you are moving on the freeway, make certain you allow a reasonable following distance. Expect to move slightly slower at night.

When you want to leave the freeway, move to the proper lane well in advance. If you miss your exit do not, under any circumstances, stop and back up. Drive on to the next exit.

The exit ramp can be curved, sometimes quite sharply.

The exit speed is usually posted.

Reduce your speed according to your speedometer, not to your sense of motion. After driving for any distance at higher speeds, you may tend to think you are going slower than you actually are.

Before Leaving on a Long Trip

Make sure you're ready. Try to be well rested. If you must start when you're not fresh -- such as after a day's work -- don't plan to make too many miles that first part of the journey. Wear comfortable clothing and shoes you can easily drive in.

Is your vehicle ready for a long trip? If you keep it serviced and maintained, it's ready to go. If it needs service, have it done before starting out. Of course, you'll find experienced and able service experts in Buick dealers all across North America. They'll be ready and willing to help if you need it.

Here are some things you can check before a trip:

- *Windshield Washer Fluid:* Is the reservoir full? Are all windows clean inside and outside?
- *Wiper Blades:* Are they in good shape?
- *Fuel, Engine Oil, Other Fluids:* Have you checked all levels?
- *Lamps:* Are they all working? Are the lenses clean?
- *Tires:* They are vitally important to a safe, trouble-free trip. Is the tread good enough for long-distance driving? Are the tires all inflated to the recommended pressure?
- *Weather Forecasts:* What's the weather outlook along your route? Should you delay your trip a short time to avoid a major storm system?
- *Maps:* Do you have up-to-date maps?

Highway Hypnosis

Is there actually such a condition as "highway hypnosis"? Or is it just plain falling asleep at the wheel? Call it highway hypnosis, lack of awareness, or whatever.

There is something about an easy stretch of road with the same scenery, along with the hum of the tires on the road, the drone of the engine, and the rush of the wind against the vehicle that can make you sleepy. Don't let it happen to you! If it does, your vehicle can leave the road in *less than a second*, and you could crash and be injured.

What can you do about highway hypnosis? First, be aware that it can happen.

Then here are some tips:

- Make sure your vehicle is well ventilated, with a comfortably cool interior.
- Keep your eyes moving. Scan the road ahead and to the sides. Check your rearview mirrors and your instruments frequently.
- If you get sleepy, pull off the road into a rest, service, or parking area and take a nap, get some exercise, or both. For safety, treat drowsiness on the highway as an emergency.

Hill and Mountain Roads



Driving on steep hills or mountains is different from driving in flat or rolling terrain.

If you drive regularly in steep country, or if you're planning to visit there, here are some tips that can make your trips safer and more enjoyable.

- Keep your vehicle in good shape. Check all fluid levels and also the brakes, tires, cooling system and transmission. These parts can work hard on mountain roads.

- Know how to go down hills. The most important thing to know is this: let your engine do some of the slowing down. Shift to a lower gear when you go down a steep or long hill.

⚠ CAUTION:

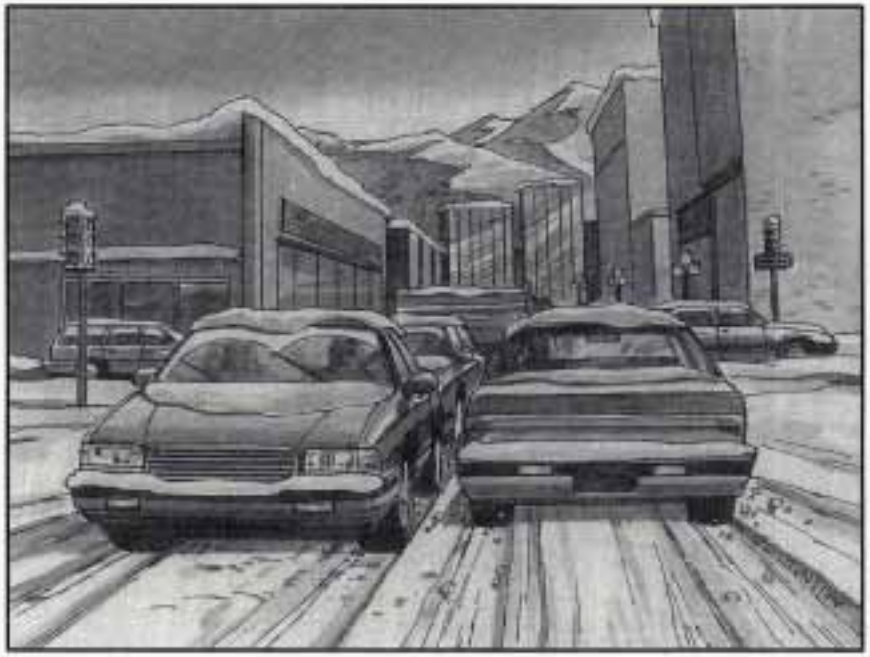
If you don't shift down, your brakes could get so hot that they wouldn't work well. You would then have poor braking or even none going down a hill. You could crash. Shift down to let your engine assist your brakes on a steep downhill slope.

⚠ CAUTION:

Coasting downhill in NEUTRAL (N) or with the ignition off is dangerous. Your brakes will have to do all the work of slowing down. They could get so hot that they wouldn't work well. You could crash. Always have your engine running and your vehicle in gear when you go downhill.

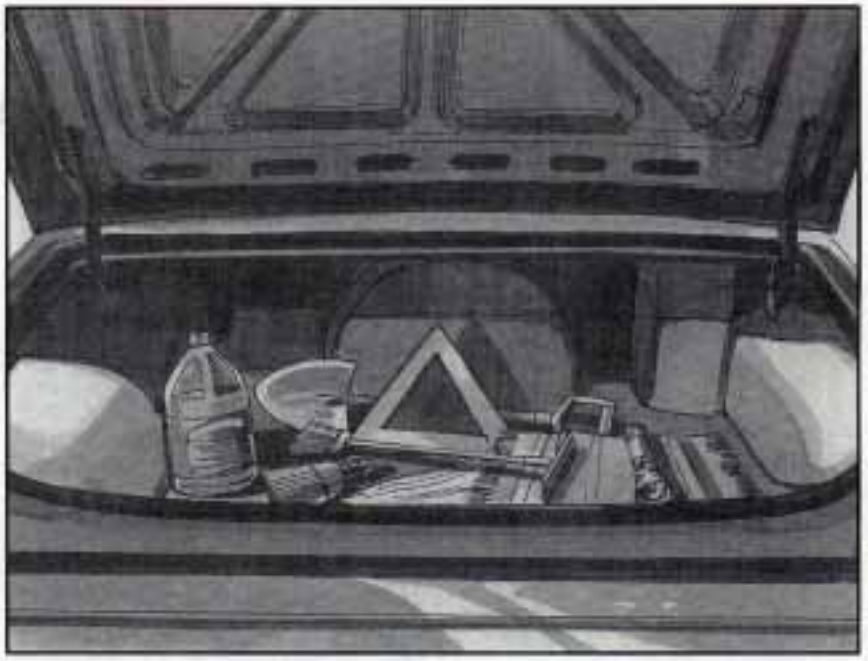
- Know how to go uphill. You may want to shift down to a lower gear. The lower gears help cool your engine and transmission, and you can climb the hill better.
- Stay in your own lane when driving on two-lane roads in hills or mountains. Don't swing wide or cut across the center of the road. Drive at speeds that let you stay in your own lane.
- As you go over the top of a hill, be alert. There could be something in your lane, like a stalled car or an accident.
- You may see highway signs on mountains that warn of special problems. Examples are long grades, passing or no-passing zones, a falling rocks area, or winding roads. Be alert to these and take appropriate action.

Winter Driving



Here are some tips for winter driving:

- Have your Buick in good shape for winter. Be sure your engine coolant mix is correct.
- You may want to put winter emergency supplies in your vehicle.



Include an ice scraper, a small brush or broom, a supply of windshield washer fluid, a rag, some winter outer clothing, a small shovel, a flashlight, a red cloth, and a couple of reflective warning triangles. And, if you will be driving under severe conditions, include a small bag of sand, a piece of old carpet or a couple of burlap bags to help provide traction. Be sure you properly secure these items in your vehicle.

Driving on Snow or Ice

Most of the time, those places where your tires meet the road probably have good traction.

However, if there is snow or ice between your tires and the road, you can have a very slippery situation. You'll have a lot less traction or "grip" and will need to be very careful.



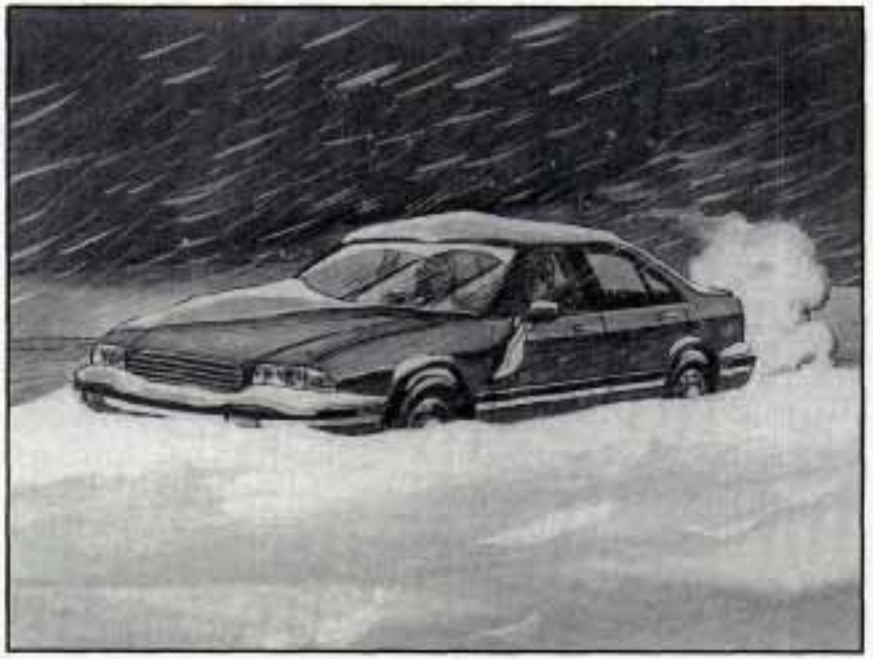
What's the worst time for this? "Wet ice." Very cold snow or ice can be slick and hard to drive on. But wet ice can be even more trouble because it may offer the least traction of all. You can get "wet ice" when it's about freezing (32° F; 0° C) and freezing rain begins to fall. Try to avoid driving on wet ice until salt and sand crews can get there.

Whatever the condition -- smooth ice, packed, blowing or loose snow -- drive with caution. Accelerate gently. Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

Your anti-lock brakes improve your ability to make a hard stop on a slippery road. Even though you have the anti-lock braking system, you'll want to begin stopping sooner than you would on dry pavement. See "Anti-Lock" in the Index.

- Allow greater following distance on any slippery road.
- Watch for slippery spots. The road might be fine until you hit a spot that's covered with ice. On an otherwise clear road, ice patches may appear in shaded areas where the sun can't reach: around clumps of trees, behind buildings, or under bridges. Sometimes the surface of a curve or an overpass may remain icy when the surrounding roads are clear. If you see a patch of ice ahead of you, brake before you are on it. Try not to brake while you're actually on the ice, and avoid sudden steering maneuvers.

If You're Caught in a Blizzard



If you are stopped by heavy snow, you could be in a serious situation. You should probably stay with your vehicle unless you know for sure that you are near help and you can hike through the snow. Here are some things to do to summon help and keep yourself and your passengers safe: Turn on your hazard flashers. Tie a red cloth to your vehicle to alert police that you've been stopped by the snow. Put on extra clothing or wrap a blanket around you. If you have no blankets or extra clothing, make body insulators from newspapers, burlap bags, rags, floor mats -- anything you can wrap around yourself or tuck under your clothing to keep warm.

You can run the engine to keep warm, but be careful.



⚠ CAUTION:

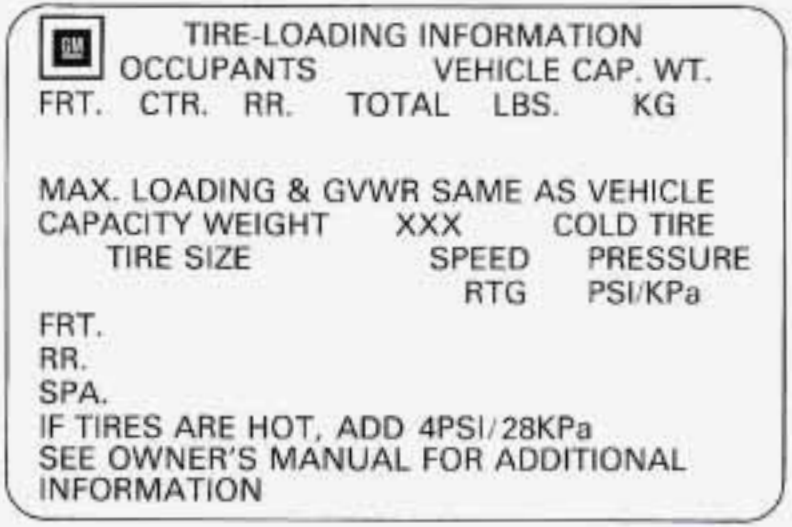
Snow can trap exhaust gases under your vehicle. This can cause deadly CO (carbon monoxide) gas to get inside. CO could overcome you and kill you. You can't see it or smell it, so you might not know it is in your vehicle. Clear away snow from around the base of your vehicle, especially any that is blocking your exhaust pipe. And check around again from time to time to be sure snow doesn't collect there.

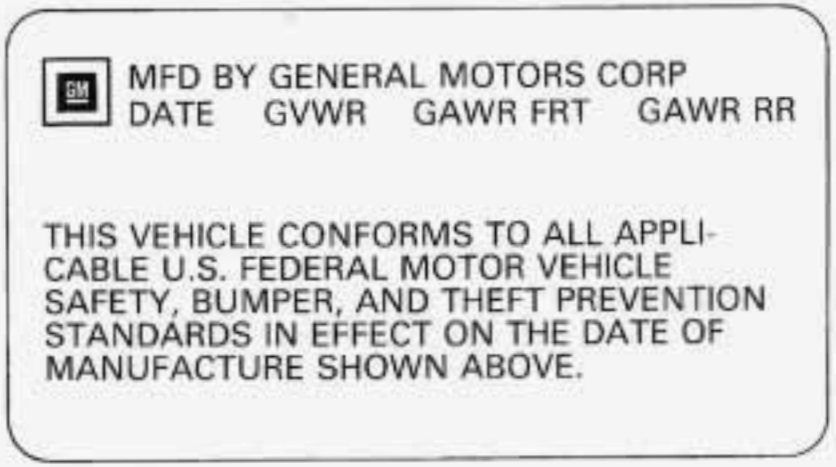
Open a window just a little on the side of the vehicle that's away from the wind. This will help keep CO out.

Run your engine only as long as you must. This saves fuel. When you run the engine, make it go a little faster than just idle. That is, push the accelerator slightly. This uses less fuel for the heat that you get and it keeps the battery charged. You will need a well-charged battery to restart the vehicle, and possibly for signaling later on with your headlamps. Let the heater run for awhile.

Then, shut the engine off and close the window almost all the way to preserve the heat. Start the engine again and repeat this only when you feel really uncomfortable from the cold. But do it as little as possible. Preserve the fuel as long as you can. To help keep warm, you can get out of the vehicle and do some fairly vigorous exercises every half hour or so until help comes.

Loading Your Vehicle




MFD BY GENERAL MOTORS CORP
DATE GVWR GAWR FRT GAWR RR
THIS VEHICLE CONFORMS TO ALL APPLI-
CABLE U.S. FEDERAL MOTOR VEHICLE
SAFETY, BUMPER, AND THEFT PREVENTION
STANDARDS IN EFFECT ON THE DATE OF
MANUFACTURE SHOWN ABOVE.

Two labels on your vehicle show how much weight it may properly carry. The Tire-Loading Information label found on the rear edge of the driver's door tells you the proper size, speed rating and recommended inflation pressures for the tires on your vehicle. It also gives you important information about the number of people that can be in your vehicle and the total weight that you can carry. This weight is called the Vehicle Capacity Weight and includes the weight of all occupants, cargo, and all options not installed in the factory.

The other label is the Certification label, found on the rear edge of the driver's door. It tells you the gross weight capacity of your vehicle, called the GVWR (Gross Vehicle Weight Rating). The GVWR includes the weight of the vehicle, all occupants, fuel and cargo. Never exceed the GVWR for your vehicle, or the Gross Axle Weight Rating (GAWR) for either the front or rear axle.

And, if you do have a heavy load, you should spread it out. Don't carry more than 300 pounds (135 kilograms) in the rear area of your wagon or 200 pounds (90 kg) in the trunk of your sedan.

⚠ CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. These could cause you to lose control. Also, overloading can shorten the life of your vehicle.

NOTICE:

Your warranty does not cover parts or components that fail because of overloading.

If you put things inside your vehicle -- like suitcases, tools, packages, or anything else -- they will go as fast as the vehicle goes. If you have to stop or turn quickly, or if there is a crash, they'll keep going.

⚠ CAUTION:

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- **Put things in the trunk or rear area of your vehicle. In a trunk, put them as far forward as you can. Try to spread the weight evenly.**
- **Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.**
- **Don't leave an unsecured child restraint in your vehicle.**
- **When you carry something inside the vehicle, secure it whenever you can.**
- **Don't leave a seat folded down unless you need to.**

⚠ CAUTION:

If you overload your station wagon, you could damage parts of the vehicle and/or affect vehicle handling. Either of these could cause you to lose control of the vehicle and you could be injured.

Never carry more weight than shown on the Certification label under "Gross Vehicle Weight Rating (GVWR)" or "Gross Axle Weight Rating (GAWR)".

When loading your wagon:

1. Fold the second and third seats down.
2. Balance your load from side to side and position it so that most of the weight is forward of the rear axle. You can help protect the load floor area and avoid damage to the folding seats by placing plywood or similar protection under your load.
3. Make sure there are either three people in the front seat or a total of 450 pounds (205 kg).
4. If loaded to the maximum weight, or near it, weigh the wagon and its load to find the exact weight and help decide how to position the load. You can go to a vehicle weigh station to do this.

Towing a Trailer

⚠ CAUTION:

If you don't use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well -- or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your Buick dealer for advice and information about towing a trailer with your vehicle.

NOTICE:

Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this part.

Your vehicle can tow a trailer if it is equipped with proper towing equipment. To identify what the vehicle trailering capacity is for your vehicle, you should read the information in "Weight of the Trailer" that appears later in this section. But trailering is different than just driving your vehicle by itself. Trailering means changes in handling, durability, and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this part. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

Your Buick is a passenger vehicle. Trailer towing can change the way your vehicle performs on the road. The loads and forces created when trailering subject the vehicle to significant levels of stress.

Load-pulling components such as the engine, transmission, rear axle, wheel assemblies, and tires are forced to work harder against the drag of the added weight. The engine is required to operate at relatively higher speeds and under greater loads, generating extra heat. What's more, the trailer adds considerably to wind resistance, increasing the pulling requirements.

If You Do Decide To Pull A Trailer

If you do, here are some important points.

- There are many different laws, including speed limit restrictions, having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.
- You should always use a weight distributing (equalizing) hitch if your trailer will weigh more than 3,000 pounds (1 362 kg). Consider using sway control if your loaded trailer will weigh 3,000 pounds (1 362 kg) or more.

  You can ask a hitch dealer about sway controls.
- Trailers that weigh more than 1,000 pounds (454 kg) should be equipped with trailer brakes.
- Surge brakes may be used on some trailers (e.g. boat trailers). However, surge brakes do not work well with most sway control devices. Do not use sway control devices on trailers equipped with surge brakes.
- Don't tow a trailer at all during the first 1,000 miles (1 600 km) your new vehicle is driven. Your engine, axle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts at full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.
- Obey speed limit restrictions when towing a trailer. Don't drive faster than the maximum posted speed for trailers (or no more than 55 mph (90 km/h)) to save wear on your vehicle's parts. Avoid continuous operation in mountainous areas that have grades greater than 2% for longer than 5 miles.
- Change axle lubricant annually or every 7,500 miles (12 500 km) of trailer towing, whichever occurs first.

Three important considerations have to do with weight:

Weight of the Trailer

How heavy can a trailer safely be?

It should never weigh more than 2,000 pounds (900 kg), unless you have the optional 5,000 pound (2 250 kg) trailer towing package. But even that can be too heavy.

It also depends on how you plan to use your rig. For example, speed, altitude, road grades, outside temperature and how much your vehicle is used to pull a trailer are all important. And, it can also depend on any special equipment that you have on your vehicle.

You can ask your dealer for our trailering information or advice, or you can write us at:

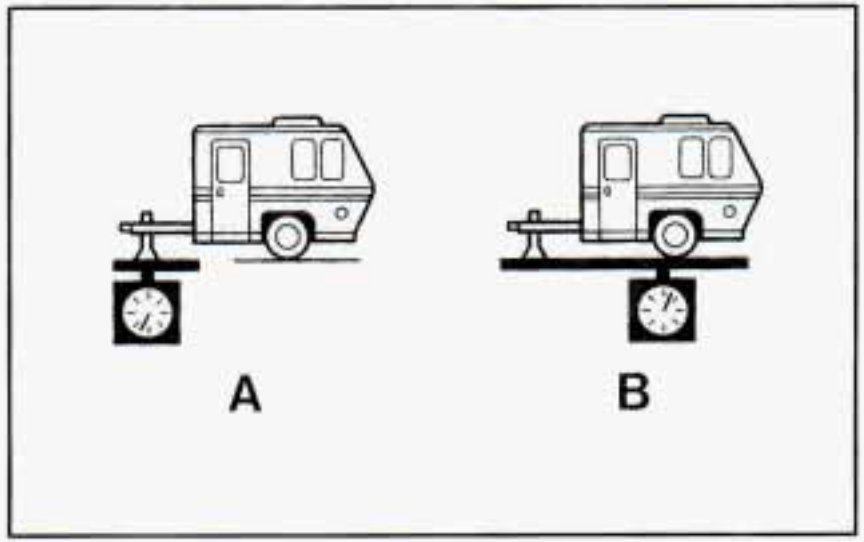
Buick Motor Division
Customer Assistance Center
902 E. Hamilton Avenue
Flint, MI 48550.

In Canada, write to:

General Motors of Canada Limited
Customer Assistance Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7.

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total capacity weight of your vehicle. The capacity weight includes the curb weight of the vehicle, any cargo you may carry in it, and the people who will be riding in the vehicle. And if you will tow a trailer, you must subtract the tongue load from your vehicle's capacity weight because your vehicle will be carrying that weight, too. See "Loading Your Vehicle" in the Index for more information about your vehicle's maximum load capacity.



If you're using a "dead-weight" hitch, the trailer tongue (A) should weigh 10% of the total loaded trailer weight (B). If you have a "weight-distributing" hitch, the trailer tongue (A) should weigh 12% of the total loaded trailer weight (B).

After you've loaded your trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If they aren't, you may be able to get them right simply by moving some items around in the trailer.

Total Weight on Your Vehicle's Tires

Be sure your vehicle's tires are inflated to the recommended pressure for cold tires. You'll find these numbers on the Certification label at the rear edge of the driver's door or see "Loading Your Vehicle" in the Index. Then be sure you don't go over the GVW limit for your vehicle, including the weight of the trailer tongue.

Hitches

It's important to have the correct hitch equipment. Crosswinds, large trucks going by, and rough roads are a few reasons why you'll need the right hitch. Here are some rules to follow:

- If you'll be pulling a trailer that, when loaded, will weigh more than 2,000 pounds (900 kg), be sure to use a properly mounted, weight-distributing hitch and sway control of the proper size. This equipment is very important for proper vehicle loading and good handling when you're driving.
- Will you have to make any holes in the body of your vehicle when you install a trailer hitch? If you do, then be sure to seal the holes later when you remove the hitch. If you don't seal them, deadly carbon monoxide (CO) from your exhaust can get into your vehicle (see "Carbon Monoxide" in the Index). Dirt and water can, too.
- The bumpers on your vehicle are not intended for hitches. Do not attach rental hitches or other bumper-type hitches to them. Use only a frame-mounted hitch that does not attach to the bumper.

Using A Dead Weight Trailer Hitch

(Recommended for loaded trailers weighing less than 3,000 lbs.)

- The trailer tongue should weigh 10% of the total trailer load (maximum 300 lbs.) or as specified by the trailer manufacturer to minimize sway.
- Trailers that weigh more than 1,000 pounds (454 kg) should be equipped with trailer brakes.
- Consider using sway control if your loaded trailer will weigh 3,000 pounds (1 362 kg) or more.

Trailer Hitching Procedure Using A Weight Distributing (Equalizing) Hitch

(Recommended for loaded trailers weighing 3,000 lbs. to 7,000 lbs.)

Using a weight distributing hitch without disabling the Electronic Level Control (ELC) system may defeat the purpose of the weight distributing hitch. Also, your rear tires may become overloaded. A weight distributing hitch should spread the load to all axles. If you use a weight distributing hitch, always disable the ELC by following the proper steps.

Your vehicle is equipped with an Electronic Level Control (ELC) feature. When hooking up a trailer using a weight distributing hitch, always use the following procedure:

- Place the vehicle on a level surface without the trailer hitched. With the ignition off, and all doors closed, allow the vehicle to level automatically.
- Disable the Electronic Level Control (ELC) by pulling the LEVEL CTRL fuse #9 (30 AMP) from the underhood electrical center located on the passenger side wheel housing in the engine compartment. Remove the cover to gain access.
- Attach the trailer to the vehicle. The trailer tongue should weigh 12% of the total loaded trailer weight.
- Level the vehicle with the load leveling spring bars (equalizers).
- Leave the fuse out while towing your trailer.

Once you have completed towing your trailer, be sure to reinstall the Electronic Level Control (ELC) fuse.

In Addition

- Use two friction sway controls if your trailer is over 5,000 lbs. (2 270 kg) loaded weight, and/or is over 24 ft. (7.3 m) long.
- Use at least one friction sway control if your trailer is over 2,000 lbs. (900 kg) loaded weight, and consider using one for trailers under 2,000 lbs. (900 kg.)
- Trailers that weigh more than 1,000 pounds (454 kg) should be equipped with trailer brakes.
- Surge brakes work with most weight distributing hitches as long as all the equipment is properly installed. Check with the hitch manufacturer for advice and installation instructions.
- If a trailer is over 5,000 lbs. (2 270 kg), adjust the vehicle rear tire pressure to 35 psi (240 kPa) (cold tire pressure).

Safety Chains

You should always attach chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Instructions about safety chains may be provided by the hitch manufacturer or by the trailer manufacturer. Follow the manufacturer's recommendation for attaching safety chains and do not attach them to the bumper. Always leave just enough slack so you can turn with your rig. And, never allow safety chains to drag on the ground.

Trailer Brakes

If your trailer weighs more than 1,000 pounds (450 kg) loaded, then it needs its own brakes -- and they must be adequate. Be sure to read and follow the instructions for the trailer brakes so you'll be able to install, adjust and maintain them properly. Because you have anti-lock brakes, do not try to tap into your vehicle's brake system. If you do, both brake systems won't work well, or at all.

Trailer Wiring Harness

The trailer towing package includes a five wire harness found in the rear compartment of your vehicle. You can go to a recreational vehicle facility to have it installed.

Driving with a Trailer

Towing a trailer requires a certain amount of experience. Before setting out for the open road, you'll want to get to know your rig. Acquaint yourself with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now a good deal longer and not nearly as responsive as your vehicle is by itself.

Before you start, check the trailer hitch and platform (and attachments), safety chains, electrical connector, lamps, tires and mirror adjustment. If the trailer has electric brakes, start your vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This lets you check your electrical connection at the same time.

During your trip, check occasionally to be sure that the load is secure, and that the lamps and any trailer brakes are still working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving your vehicle without a trailer. This can help you avoid situations that require heavy braking and sudden turns.

Passing

You'll need more passing distance up ahead when you're towing a trailer. And, because you're a good deal longer, you'll need to go much farther beyond the passed vehicle before you can return to your lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, just move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

NOTICE:

Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. Your vehicle could be damaged. Avoid making very sharp turns while trailering.

When you're turning with a trailer, make wider turns than normal. Do this so your trailer won't strike soft shoulders, curbs, road signs, trees, or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

When you tow a trailer, your vehicle has to have a different turn signal flasher and extra wiring. The green arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lamps will also flash, telling other drivers you're about to turn, change lanes or stop.

When towing a trailer, the green arrows on your instrument panel will flash for turns even if the bulbs on the trailer are burned out. Thus, you may think drivers behind you are seeing your signal when they are not. It's important to check occasionally to be sure the trailer bulbs are still working.

Driving On Grades

Reduce speed and shift to a lower gear *before* you start down a long or steep downgrade. If you don't shift down, you might have to use your brakes so much that they would get hot and no longer work well.

On a long uphill grade, shift down and reduce your speed to around 45 mph (70 km/h) to reduce the possibility of engine and transmission overheating.

If you are towing a trailer that weighs more than 2,000 pounds (900 kg), you should drive in THIRD (3) instead of OVERDRIVE (⓪) or, as you need to, a lower gear. This will help your transmission.

Parking on Hills

You really should not park your vehicle, with a trailer attached, on a hill. If something goes wrong, your rig could start to move. People can be injured, and both your vehicle and the trailer can be damaged.

But if you ever have to park your rig on a hill, here's how to do it:

1. Apply your regular brakes, but don't shift into PARK (P) yet.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Reapply the regular brakes. Then apply your parking brake, and then shift to PARK (P).
5. Release the regular brakes.

When You Are Ready to Leave After Parking on a Hill

1. Apply your regular brakes and hold the pedal down while you:
   - Start your engine;
   - Shift into a gear; and
   - Release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Engine Cooling When Trailering

Your cooling system may temporarily overheat during severe operating conditions such as:

- Climbing grades steeper than 4% at temperatures above 90° F (32° C) with a loaded vehicle and trailer.
- Stopping after high-speed driving.
- Idling for long periods in stop and go traffic.

If the TEMP warning light comes on, pull to the side of the road as soon as it is safe to do so. When the vehicle is at a complete stop, shift the transmission selector to PARK (P) and allow the engine to idle. If your Electronic Climate Control system is on, shut it off. Do not turn off the engine or increase engine speed above a normal idle. Within two or three minutes, the system should cool sufficiently, and you can turn on the Electronic Climate Control. At that time, resume driving at a reduced speed. Return to normal driving after 10 minutes if the TEMP warning light is not displayed.

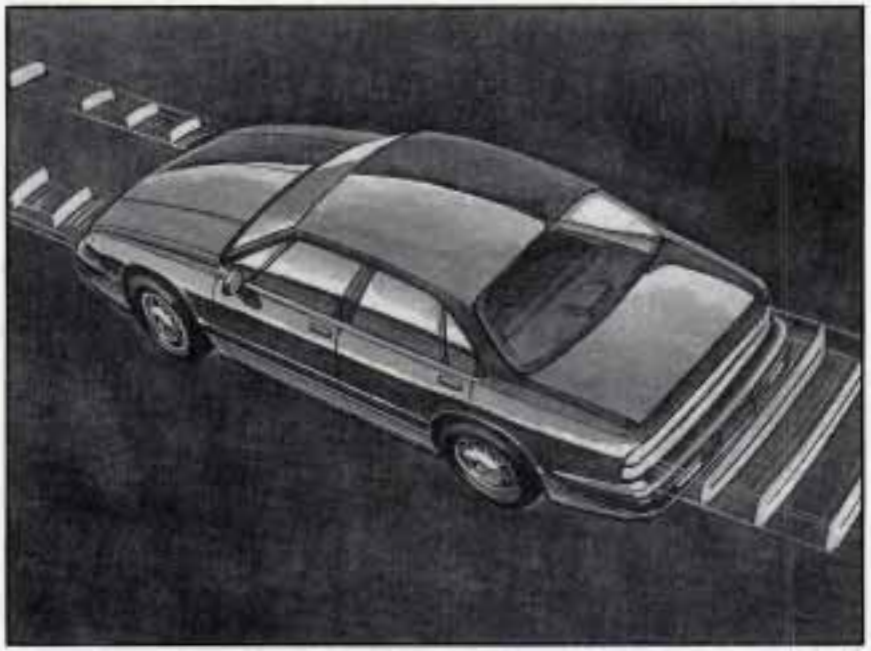
Maintenance When Trailer Towing

Your vehicle will need service more often when you're pulling a trailer. See the Maintenance Schedule for more on this. Things that are especially important in trailer operation are automatic transmission fluid (don't overfill), engine oil, axle lubricant, belts, cooling system, and brake adjustment. Each of these is covered in this manual, and the Index will help you find them quickly. If you're trailering, it's a good idea to review these sections before you start your trip.

Check periodically to see that all hitch nuts and bolts are tight.

Here you'll find what to do about some problems that can occur on the road.

Hazard Warning Flashers



Your hazard warning flashers let you warn others. They also let police know you have a problem. Your front and rear turn signal lamps will flash on and off.



Press the button in to make your front and rear turn signal lamps flash on and off.

Your hazard warning flashers work no matter what position your key is in, and even if the key isn't in.



To turn off the flashers, pull out on the button.

When the hazard warning flashers are on, your turn signals won't work.

Other Warning Devices

If you carry reflective triangles, you can set one up at the side of the road about 300 feet (100 m) behind your vehicle.

Jump Starting

If your battery has run down, you may want to use another vehicle and some jumper cables to start your Buick. But please use the following steps to do it safely.

⚠ CAUTION:

Batteries can hurt you. They can be dangerous because:

- **They contain acid that can burn you.**
- **They contain gas that can explode or ignite.**
- **They contain enough electricity to burn you.**

If you don't follow these steps exactly, some or all of these things can hurt you.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your warranty.

Trying to start your Buick by pushing or pulling it won't work, and it could damage your vehicle.

To Jump Start Your Buick

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.

NOTICE:

If the other system isn't a 12-volt system with a negative ground, both vehicles can be damaged.

2. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your Buick, and the bad grounding could damage the electrical systems.
3. Turn off the ignition on both vehicles. Turn off all lamps that aren't needed, and radios. This will avoid sparks and help save both batteries. And it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.

4. Open the hoods and locate the batteries. Find the positive (+) and negative (-) terminals on each battery.



Your Buick has a remote positive (+) jump starting terminal. The terminal is in the red box on the same side of the engine compartment as your battery. You should always use one of the remote positive (+) terminals instead of the positive (+) terminal on your battery. To open the remote positive (+) terminal box, pull the tab and open the cover.

⚠ CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the battery has enough water. You don't need to add water to the Delco Freedom® battery installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

5. Check that the jumper cables don't have loose or missing insulation. If they do, you could get a shock. The vehicles could be damaged, too.

   Before you connect the cables, here are some basic things you should know. Positive (+) will go to positive (+) and negative (-) will go to negative (-) or a metal engine part. Don't connect (+) to (-) or you'll get a short that would damage the battery and maybe other parts, too.

⚠ CAUTION:

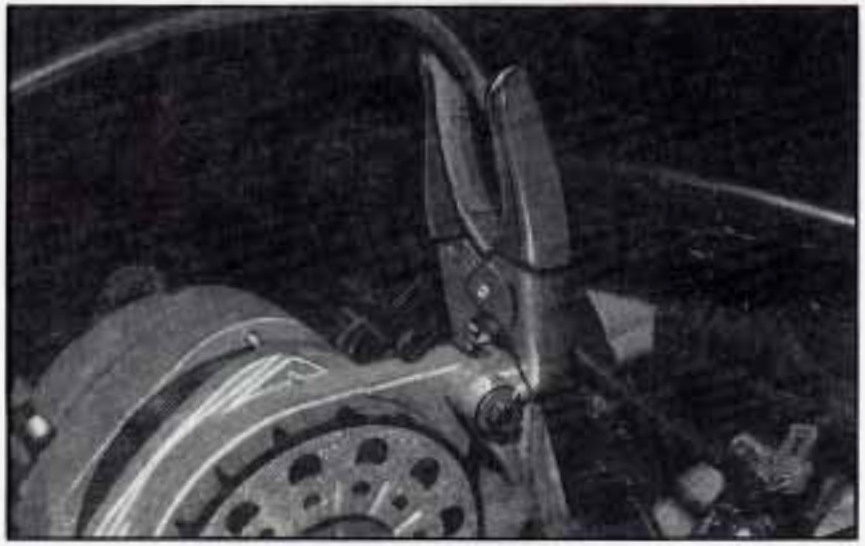
Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engines are running.



6. Connect the red positive (+) cable to the positive (+) terminal of the vehicle with the dead battery. Use a remote positive (+) terminal if the vehicle has one.
7. Don't let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.
8. Now connect the black negative (-) cable to the good battery's negative (-) terminal.

Don't let the other end touch anything until the next step. The other end of the negative cable *doesn't* go to the dead battery. It goes to a heavy unpainted metal part on the engine of the vehicle with the dead battery.

9. Attach the cable at least 18 inches (45 cm) away from the dead battery, but not near engine parts that move. The electrical connection is just as good there, but the chance of sparks getting back to the battery is much less.

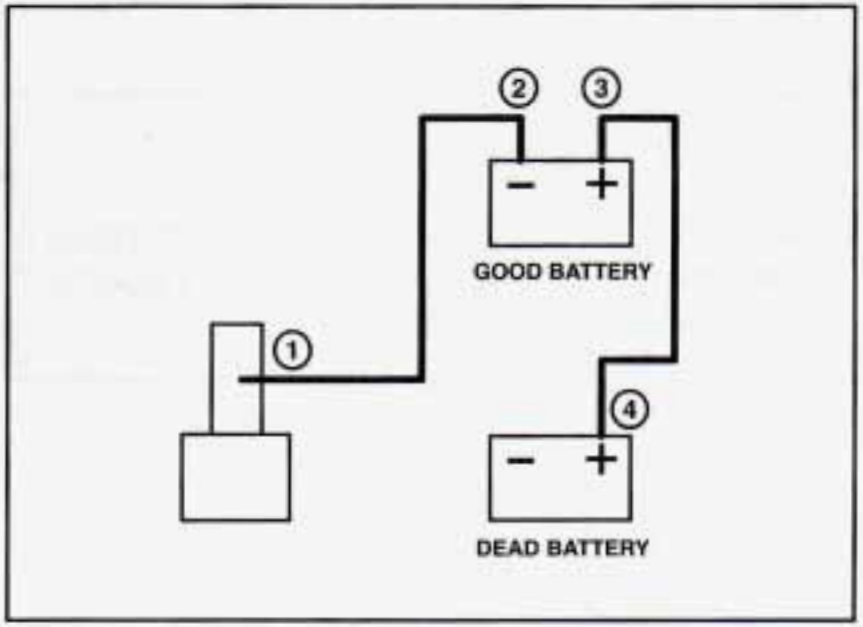


10. Now start the vehicle with the good battery and run the engine for a while.

11. Try to start the vehicle with the dead battery.

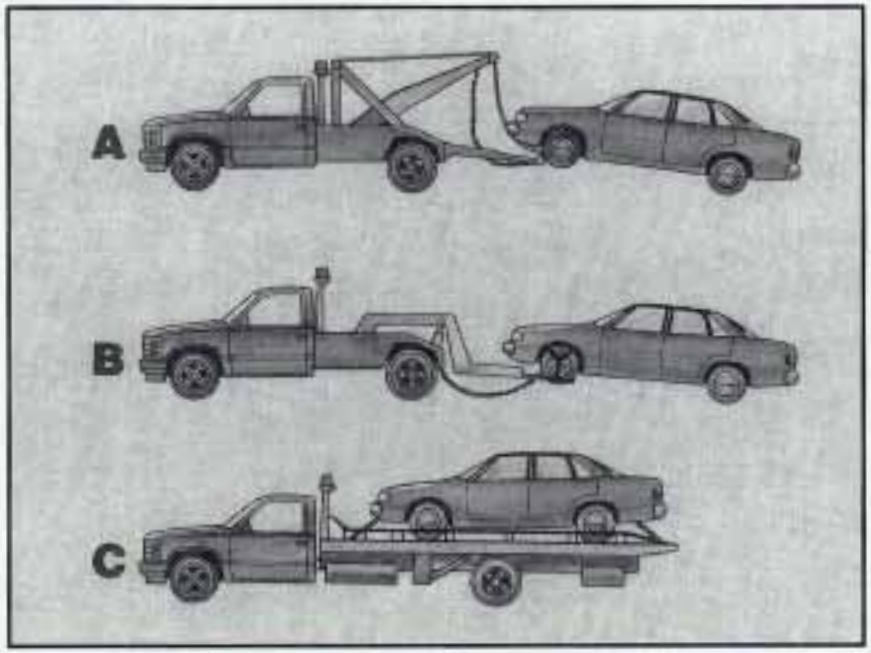
    If it won't start after a few tries, it probably needs service.

12. Remove the cables in reverse order to prevent electrical shorting. Take care that they don't touch each other or any other metal. Follow this order.



Towing Your Vehicle

Try to have a GM dealer or a professional towing service tow your Buick. The usual towing equipment is a sling-type (A) or a wheel-lift (B) or car carrier (C) tow truck.



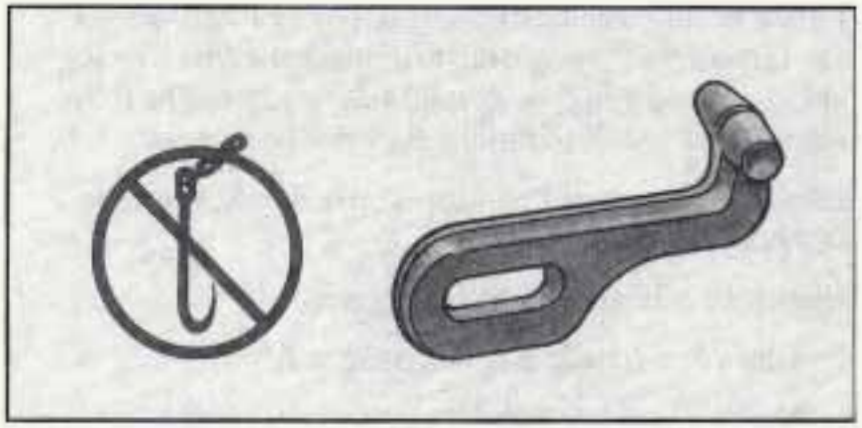
If your vehicle has been changed or modified since it was factory-new by adding aftermarket items like fog lamps, aero skirting, or special tires and wheels, these instructions and illustrations may not be correct.

Before you do anything, turn on the hazard warning flashers.

When you call, tell the towing service:

- That your vehicle has rear-wheel drive.
- The make, model, and year of your vehicle.
- Whether you can still move the shift lever.
- If there was an accident, what was damaged.

When the towing service arrives, let the tow operator know that this manual contains detailed towing instructions and illustrations. The operator may want to see them.



⚠ CAUTION:

To help avoid injury to you or others:

- **Never let passengers ride in a vehicle that is being towed.**
- **Never tow faster than safe or posted speeds.**
- **Never tow with damaged parts not fully secured.**
- **Never get under your vehicle after it has been lifted by the tow truck.**
- **Always secure the vehicle on each side with separate safety chains when towing it.**
- **Never use J-hooks. Use T-hooks instead.**

When your vehicle is being towed, have the ignition key off. The steering wheel should be clamped in a straight-ahead position, with a clamping device designed for towing service. Do not use the vehicle's steering column lock for this. The transmission should be in NEUTRAL (N) and the parking brake released.

Don't have your vehicle towed on the rear wheels, unless you must. If the vehicle must be towed on the rear wheels, don't go more than 35 mph (55 km/h) or farther than 50 miles (80 km) or your transmission will be damaged. If these limits must be exceeded, then the rear wheels have to be supported on a dolly.

⚠ CAUTION:

A vehicle can fall from a car carrier if it isn't adequately secured. This can cause a collision, serious personal injury and vehicle damage. The vehicle should be tightly secured with chains or steel cables before it is transported.

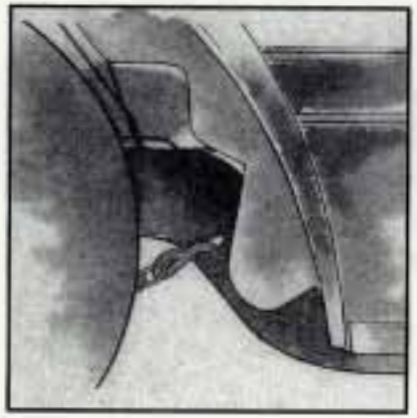
Don't use substitutes (ropes, leather straps, canvas webbing, etc.) that can be cut by sharp edges underneath the towed vehicle. Always use T-hooks inserted in the T-hook slots. Never use J-hooks. They will damage drivetrain and suspension components.

Front Towing Hookups

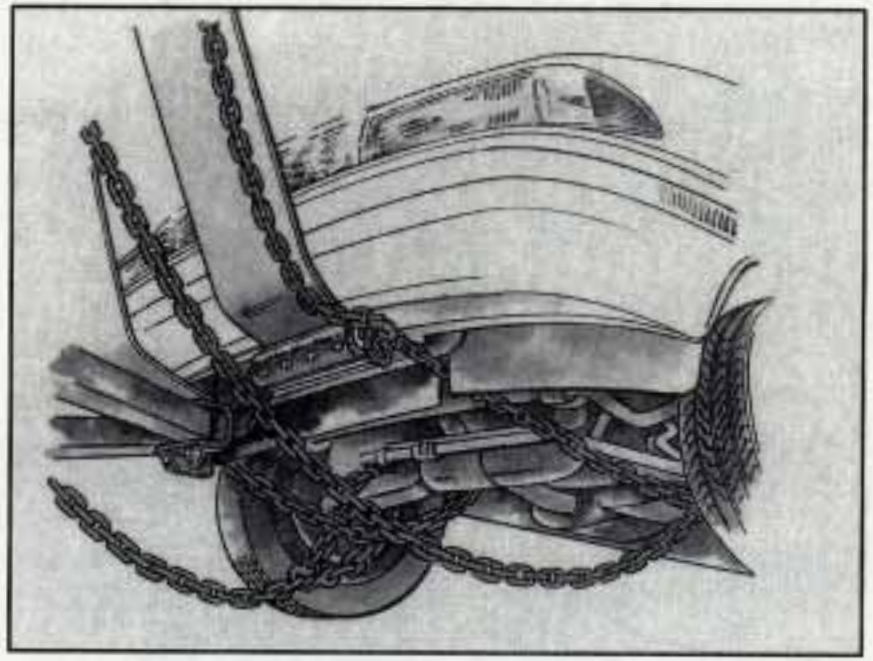
Attach T-hook chains behind the front wheels into the side of the frame rails on both sides.

No 4 x 4 beam is needed. Position the sling crossbar just behind the rear edge of the front fascia.

Attach a separate safety chain around the outboard end of each lower control arm.





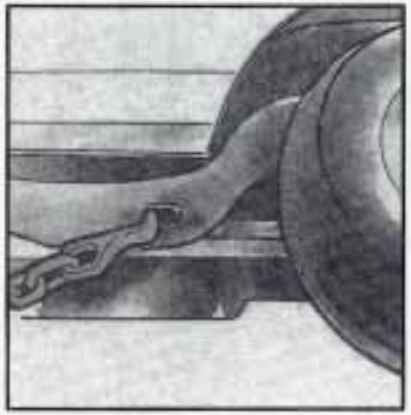


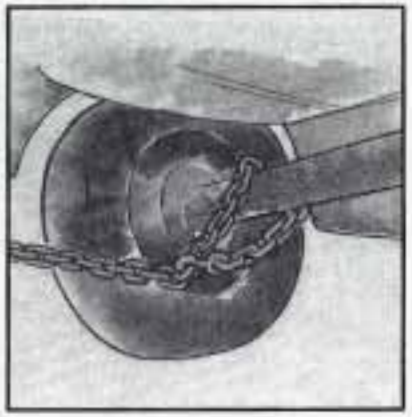
Rear Towing Hookups

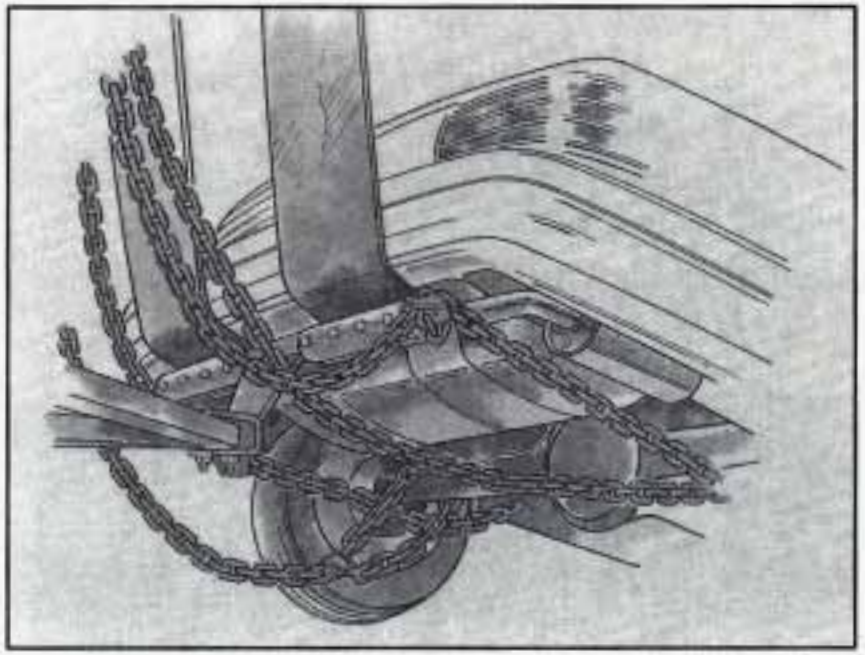
Attach T-hook chains to slots in the frame rails just ahead of the rear wheels on both sides.

No 4 x 4 beam is needed. Position the lower sling crossbar directly under the rear fascia.

Attach a separate safety chain to each side of the axle inboard of the spring.







Engine Overheating

You will find a coolant temperature gage and the warning light about a hot engine on your instrument panel. You will also find a low coolant warning light on your instrument panel.

If Steam Is Coming From Your Engine

⚠ CAUTION:

Steam from an overheated engine can burn you badly, even if you just open the hood. Stay away from the engine if you see or hear steam coming from it. Just turn it off and get everyone away from the vehicle until it cools down. Wait until there is no sign of steam or coolant before opening the hood.

If you keep driving when your engine is overheated, the liquids in it can catch fire. You or others could be badly burned. Stop your engine if it overheats, and get out of the vehicle until the engine is cool.

NOTICE:

If your engine catches fire because you keep driving with no coolant, your vehicle can be badly damaged. The costly repairs would not be covered by your warranty.

If No Steam Is Coming From Your Engine

If you get the overheat warning but see or hear no steam, the problem may not be too serious. Sometimes the engine can get a little too hot when you:

- Climb a long hill on a hot day.
- Stop after high speed driving.
- Idle for long periods in traffic.
- Tow a trailer.

If you get the overheat warning with no sign of steam, try this for a minute or so:

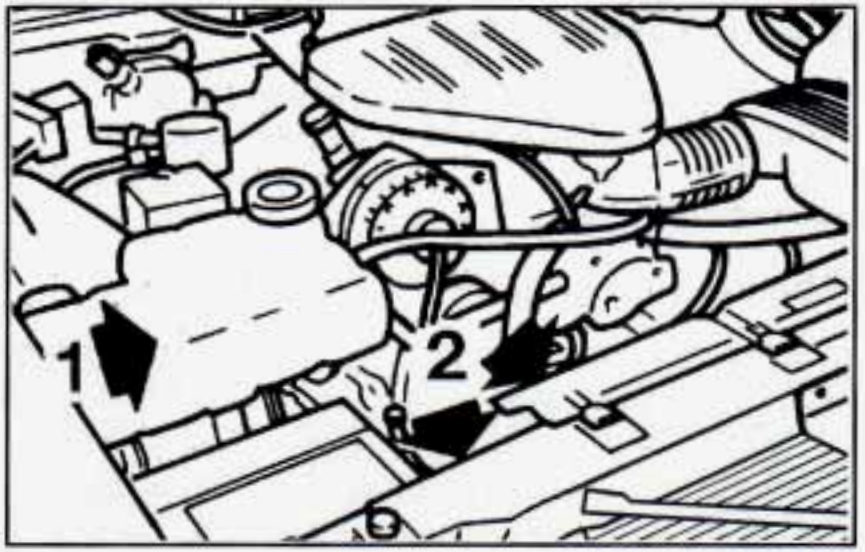
1. Turn off your air conditioner.
2. Turn on your heater to full hot at the highest fan speed and open the window as necessary.
3. If you're in a traffic jam, shift to NEUTRAL (N); otherwise, shift to the highest gear while driving -- AUTOMATIC OVERDRIVE (Ⓓ) or THIRD (3).

If you no longer have the overheat warning, you can drive. Just to be safe, drive slower for about ten minutes. If the warning doesn't come back on, you can drive normally.

If the warning continues, pull over, stop, and park your vehicle right away.

If there's still no sign of steam, you can idle the engine for two or three minutes while you're parked, to see if the warning stops. But then, if you still have the warning, *turn off the engine and get everyone out of the vehicle* until it cools down.

You may decide not to lift the hood but to get service help right away.



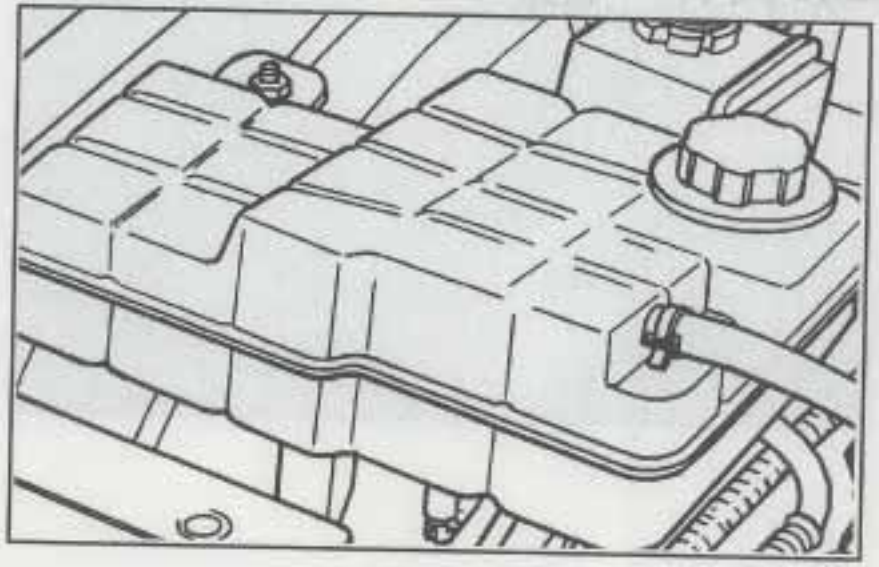
When you decide it's safe to lift the hood, here's what you'll see:

1. Coolant Surge Tank with Pressure Cap
2. Electric Engine Fan(s)

⚠ CAUTION:

An electric fan under the hood can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan.

If the coolant inside the coolant surge tank is boiling, don't do anything else until it cools down.



The coolant level should be at or above FULL COLD. If it isn't, you may have a leak in the radiator hoses, heater hoses, radiator, water pump or somewhere else in the cooling system.

⚠ CAUTION:

Heater and radiator hoses, and other engine parts, can be very hot. Don't touch them. If you do, you can be burned.

Don't run the engine if there is a leak. If you run the engine, it could lose all coolant. That could cause an engine fire, and you could be burned. Get any leak fixed before you drive the vehicle.

NOTICE:

Engine damage from running your engine without coolant isn't covered by your warranty.

If there seems to be no leak, with the engine on check to see if the electric engine fan(s) are running. If the engine is overheating, both fan(s) should be running. If they aren't, your vehicle needs service.

How to Add Coolant to the Coolant Surge Tank

If you haven't found a problem yet, but the coolant level isn't at FULL COLD, add a 50/50 mixture of *clean water* (preferably distilled) and a proper antifreeze at the coolant surge tank, but be sure the cooling system, including the coolant surge tank pressure cap, is cool before you do it. (See "Engine Coolant" in the Index for more information about the proper coolant mix.)



⚠ CAUTION:

Steam and scalding liquids from a hot cooling system can blow out and burn you badly. They are under pressure, and if you turn the coolant surge tank pressure cap -- even a little -- they can come out at high speed. Never turn the cap when the cooling system, including the coolant surge tank pressure cap, is hot. Wait for the cooling system and coolant surge tank pressure cap to cool if you ever have to turn the pressure cap.

⚠ CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

In cold weather, water can freeze and crack the engine, radiator, heater core and other parts. So use the recommended coolant.

⚠ CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.



1. You can remove the coolant surge tank pressure cap when the cooling system, including the coolant surge tank pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly about one-quarter turn to the left and then stop.

If you hear a hiss, wait for that to stop. A hiss means there is still some pressure left.



2. Then keep turning the pressure cap slowly, and remove it.

3. Then fill the coolant surge tank with the proper mix, up to FULL COLD.





4. With the coolant surge tank pressure cap off, start the engine and let it run until you can feel the upper radiator hose getting hot. Watch out for the engine fans.

   By this time, the coolant level inside the coolant surge tank may be lower. If the level is lower, add more of the proper mix to the coolant surge tank until the level reaches FULL COLD.

5. Then replace the pressure cap. Be sure the pressure cap is tight.

If a Tire Goes Flat

It's unusual for a tire to "blow out" while you're driving, especially if you maintain your tires properly. If air goes out of a tire, it's much more likely to leak out slowly. But if you should ever have a "blowout," here are a few tips about what to expect and what to do:

If a front tire fails, the flat tire will create a drag that pulls the vehicle toward that side. Take your foot off the accelerator pedal and grip the steering wheel firmly. Steer to maintain lane position, then gently brake to a stop well out of the traffic lane.

A rear blowout, particularly on a curve, acts much like a skid and may require the same correction you'd use in a skid. In any rear blowout, remove your foot from the accelerator pedal. Get the vehicle under control by steering the way you want the vehicle to go. It may be very bumpy and noisy, but you can still steer. Gently brake to a stop, well off the road if possible.

If a tire goes flat, the next part shows how to use your jacking equipment to change a flat tire safely.

Changing a Flat Tire

If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on your hazard warning flashers.

⚠ CAUTION:

Changing a tire can cause an injury. The vehicle can slip off the jack and roll over you or other people. You and they could be badly injured. Find a level place to change your tire. To help prevent the vehicle from moving:

1. **Set the parking brake firmly.**
2. **Put the shift lever in PARK (P).**
3. **Turn off the engine.**

To be even more certain the vehicle won't move, you can put blocks at the front and rear of the tire farthest away from the one being changed. That would be the tire on the other side of the vehicle, at the opposite end.



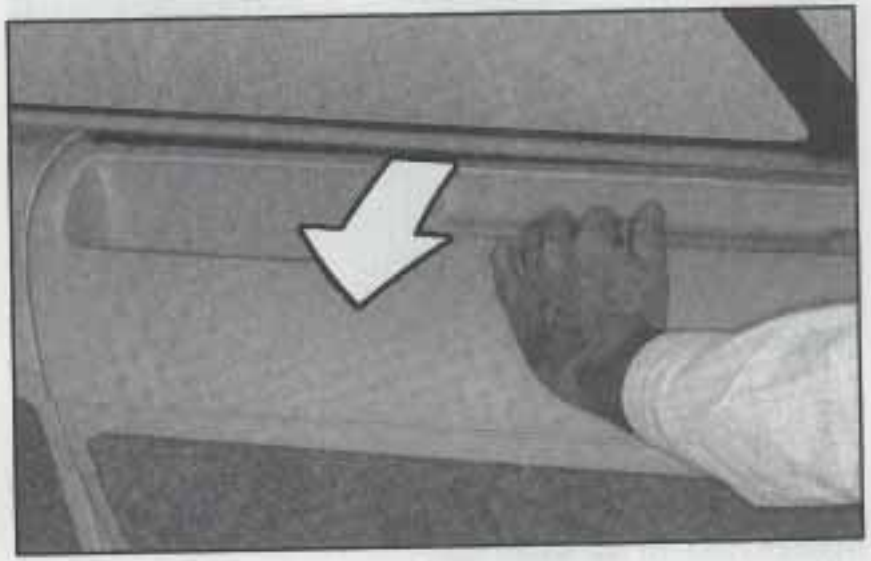
The following steps will tell you how to use the jack and change a tire.



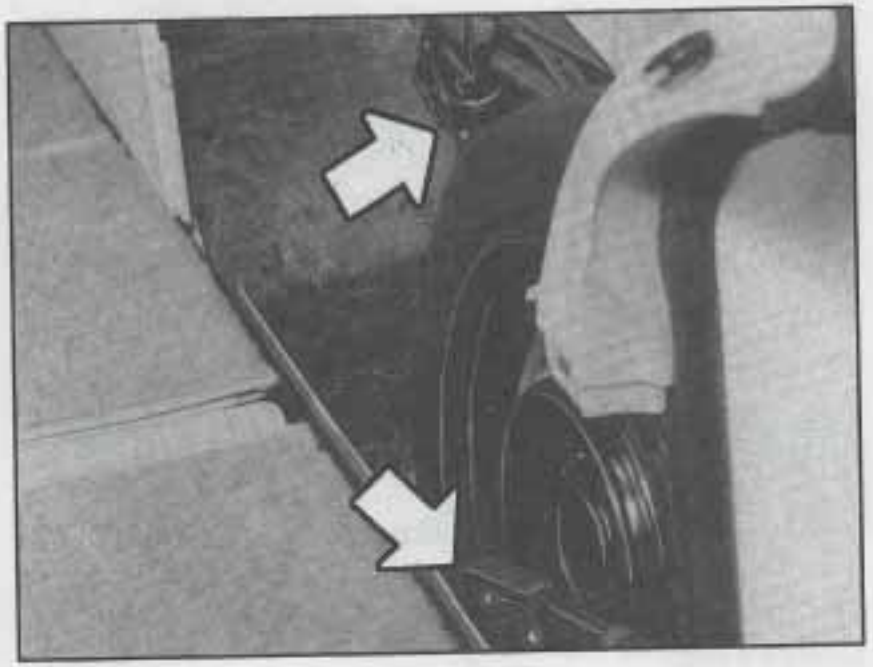
The equipment you'll need is in the trunk if you have a sedan. Remove the wheel wrench, spare tire and the jack from the trunk. Turn the wing nut on the screw to the right to remove the spare tire.

The equipment for the wagon is in the rear storage compartment. To access the equipment in your wagon, turn the slotted release button located on the rear edge of the cover. (After you have changed the flat tire and have replaced the equipment, be sure to align the slotted release button and turn it to secure the trim panel.)

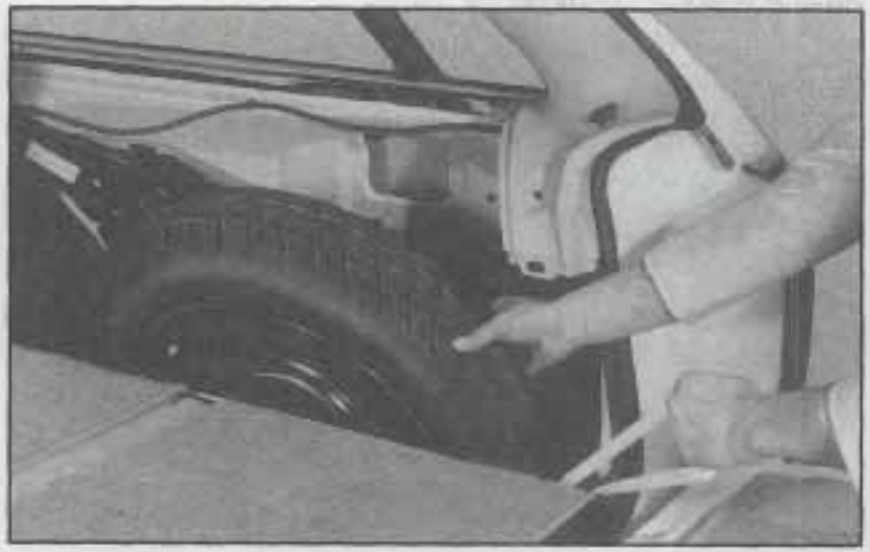
Remove the cover by pulling it away from the window and then sliding it toward the rear, lifting it up and out of the lower track. The wagon tire changing equipment can now be removed.



To remove the spare tire, unscrew and remove the wing nut securing it.



Using the tire lift strap, pull the tire out of the storage well.

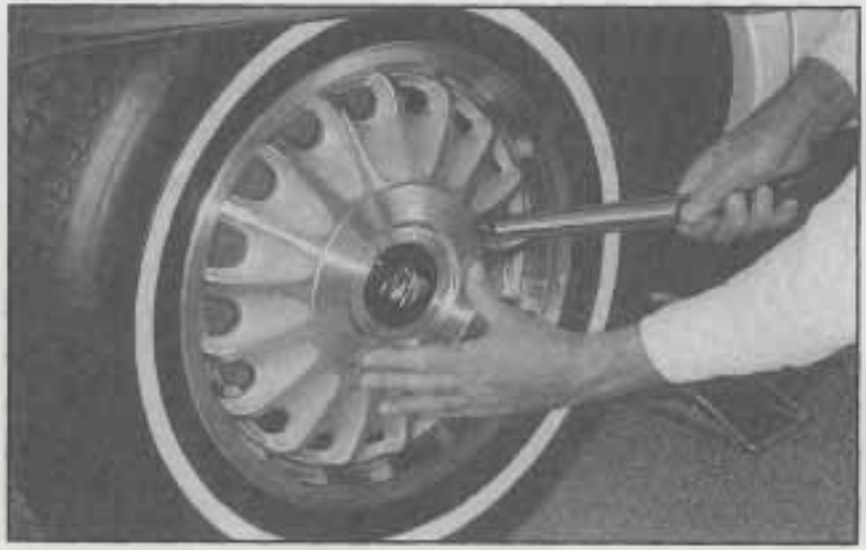


To remove the jack, unscrew the wing bolt from the jack retainer. Remove the jack by sliding it forward.

Your Buick has a wheel cover that must be removed to access the wheel nuts. Refer to the instructions for the correct wheel cover removal.

If your vehicle has an aluminum wheel cover, it must be removed by carefully prying at the outside edge with the flat end of the wheel wrench.

Remove this wheel cover by carefully prying off the center of the cover with the flat end of the wheel wrench.

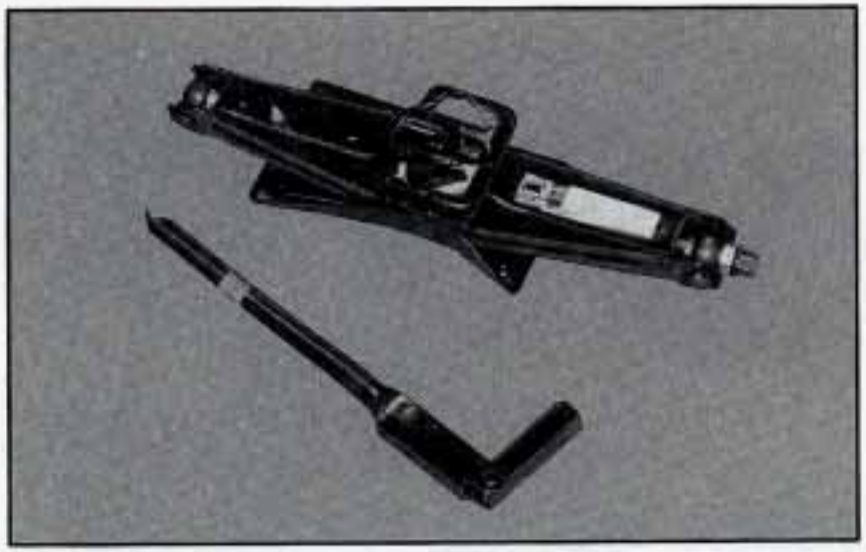


If your vehicle has wire wheel covers, remove the center of the wheel cover by using the wire wheel key wrench.

Put the flat end into the notch and carefully pry off the small cover.

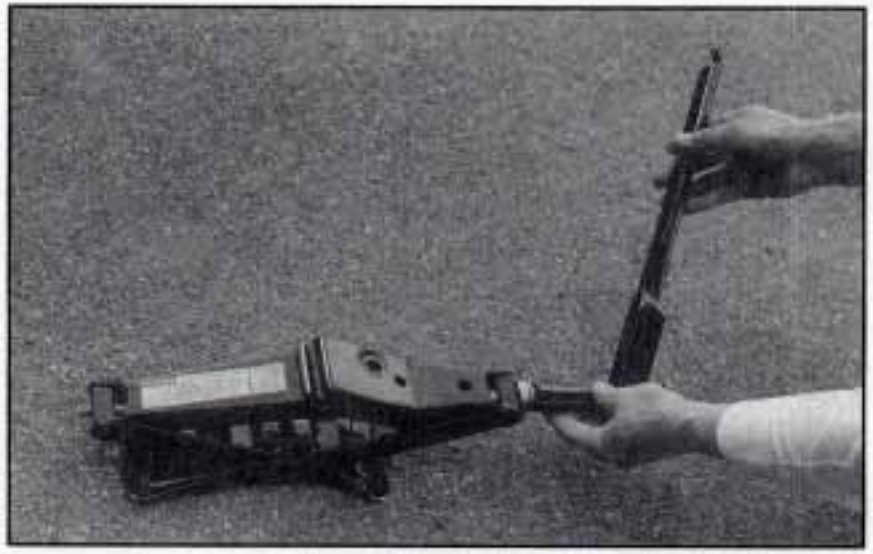
Remove the lock nut by inserting the key wrench into the hole in the center of the wheel cover and turn it counterclockwise to loosen the lock nut completely. The wheel cover can be removed by hand -- do not pry it off.

Now you are ready to start using the jack and wheel wrench to raise your vehicle.



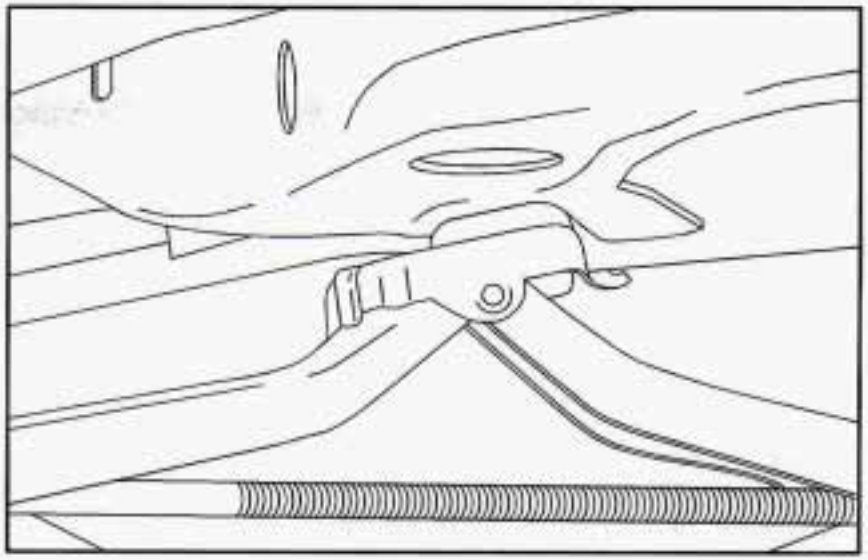


Attach the wheel wrench to the bolt at the end of the jack.



Rotate the wheel wrench clockwise to slightly raise the lift head.

Using the wheel wrench, loosen all the wheel nuts. Don't remove them yet.



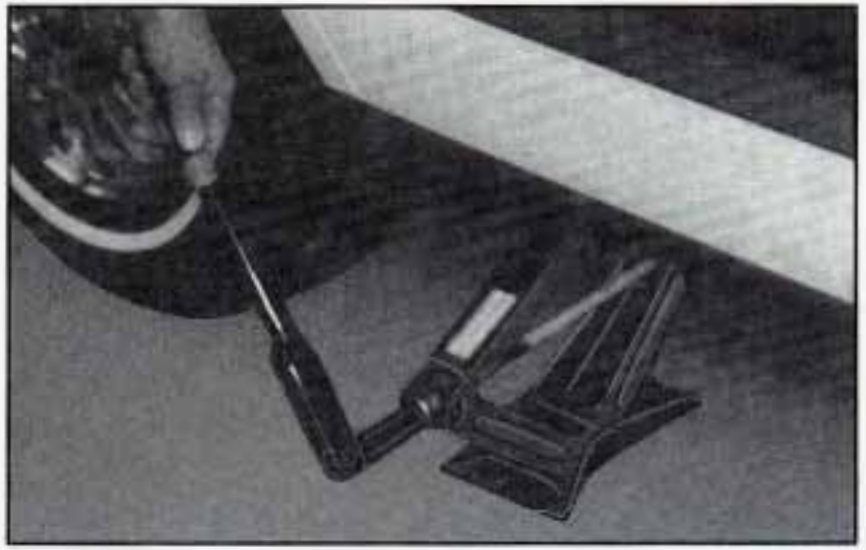
Position the jack under the vehicle, near the flat tire. There are two holes in the frame near each of the wheels. Raise the jack so the jack head fits into the large circular hole.

⚠ CAUTION:

Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack, you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.

NOTICE:

Raising your vehicle with the jack improperly positioned will damage the vehicle or may allow the vehicle to fall off the jack. Be sure to fit the jack lift head into the proper location before raising your vehicle.



Raise the vehicle by rotating the wheel wrench clockwise. Raise the vehicle far enough off the ground so there is enough room for the spare tire to fit.

Remove all the wheel nuts and take off the flat tire.

⚠ CAUTION:

Rust or dirt on the wheel, or on the parts to which it is fastened, can make the wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from the places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off.

Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel. Place the spare on the wheel mounting surface.

⚠ CAUTION:

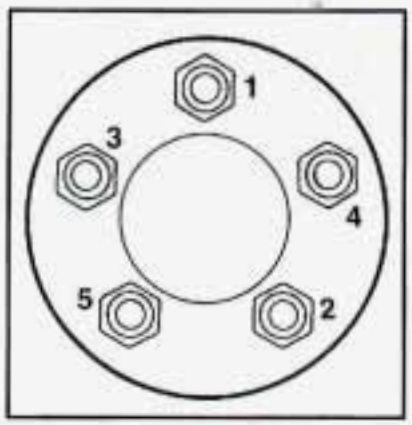
Never use oil or grease on studs or nuts. If you do, the nuts might come loose. Your wheel could fall off, causing a serious accident.



Replace the wheel nuts with the rounded end of the nuts toward the wheel.

Tighten each nut by hand until the wheel is held against the hub.

Lower the vehicle by rotating the wheel wrench counterclockwise. Lower the jack completely.



Tighten the wheel nuts firmly in a criss-cross sequence as shown.

Don't try to put a wheel cover on your compact spare tire. It won't fit. Store the wheel cover in the trunk or rear area until you have the flat tire repaired or replaced.

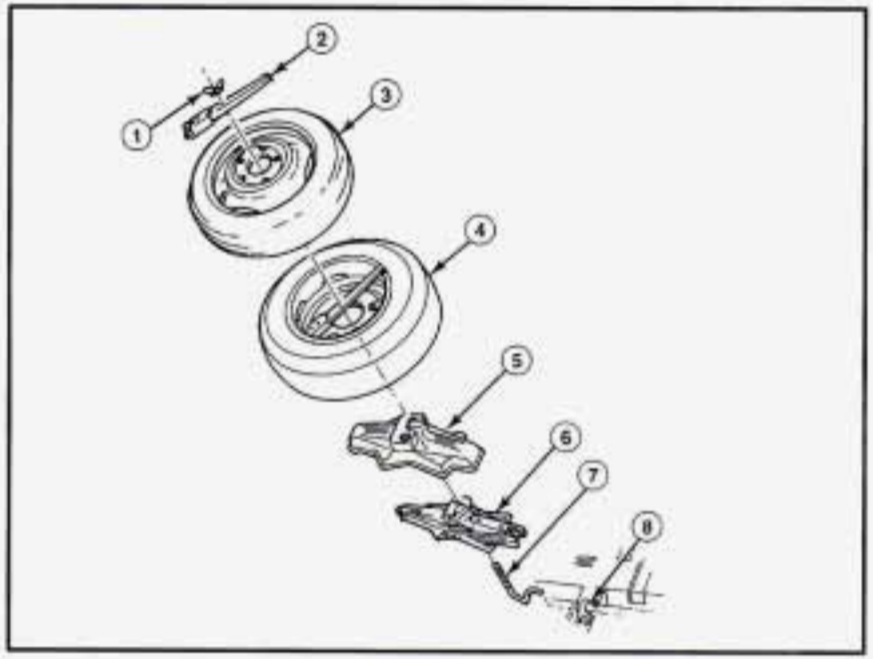
NOTICE:

Wheel covers won't fit on your compact spare. If you try to put a wheel cover on your compact spare, you could damage the cover or the spare.

⚠ CAUTION:

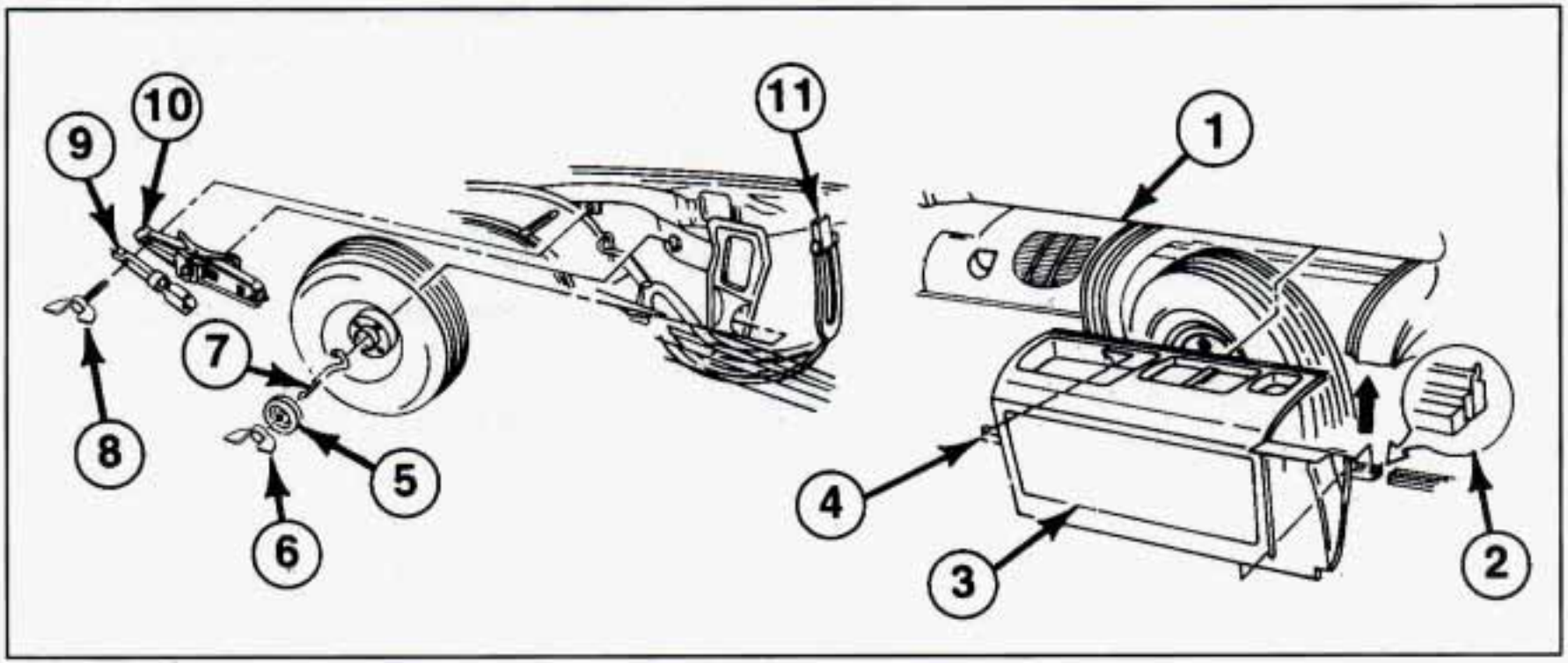
Incorrect wheel nuts or improperly tightened wheel nuts can cause the wheel to become loose and even come off. This could lead to an accident. Be sure to use the correct wheel nuts. If you have to replace them, be sure to get the right kind.

Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to 100 lb. ft. (140 N·m).



On the sedan, replace the jack, flat tire, and wheel wrench and tighten the wing nut on the screw.

1. Wing Nut
2. Wrench
3. Compact Spare
4. Full-Size Spare
5. Jack Cover (If Provided)
6. Jack
7. Screw (Hold-down)
8. Floor Bracket



1. Pillar Trim Panel
2. Floor Channel
3. Cover
4. Clip
5. Disc
6. Wing Nut
7. Bolt
8. Wing Bolt
9. Wrench
10. Jack
11. Lift Strap

On the station wagon, slide the back of the jack base into the retainer in the storage area. Put the wing bolt through the hole in the wrench, then through the hole in the jack. Tighten the wing bolt into the fastener in the storage area. Put the flat tire into the storage well with the valve stem pointed away from you. (If you are putting away the compact spare, the valve stem should point toward you.) Insert the hook end of the bolt through the wheel and into the retainer in the well. Put the disc onto the bolt, then tighten the wing nut on the bolt. Attach the tire lift strap to its retainer.

To replace the trim cover, put the lower edge of the cover into the floor track. Slide the cover toward the front of the vehicle, making sure the front tab goes behind the edge. Insert the rear edge of the cover into the track, adjusting it to fit over the weatherstrip. Snap the front edge of the cover into place. Align the slotted button at the rear edge of the cover and turn it to secure the trim panel.

⚠ CAUTION:

Storing a jack, a tire or other equipment in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

Compact Spare Tire (If So Equipped)

Although the compact spare was fully inflated when your vehicle was new, it can lose air after a time. Check the inflation pressure regularly. It should be 60 psi (420 kPa). After installing the compact spare on your vehicle, you should stop as soon as possible and make sure your spare tire is correctly inflated. The compact spare is made to perform well at posted speed limits for distances up to 3,000 miles (5 000 km), so you can finish your trip and have your full-size tire repaired or replaced where you want. Of course, it's best to replace your spare with a full-size tire as soon as you can. Your spare will last longer and be in good shape in case you need it again.

Your anti-lock brake system warning light may come on when you are driving with a compact spare. See "Anti-Lock Brake System Warning Light" in the Index.

NOTICE:

Don't take your compact spare through an automatic car wash with guide rails. The compact spare can get caught on the rails. That can damage the tire and wheel, and maybe other parts of your vehicle.

Don't use your compact spare on some other vehicle.

And don't mix your compact spare or wheel with other wheels or tires. They won't fit. Keep your spare and its wheel together.

NOTICE:

Tire chains won't fit your compact spare. Using them will damage your vehicle and destroy the chains too. Don't use tire chains on your compact spare.

If You're Stuck: In Sand, Mud, Ice or Snow

What you don't want to do when your vehicle is stuck is to spin your wheels too fast. The method known as "rocking" can help you get out when you're stuck, but you must use caution.

⚠ CAUTION:

If you let your tires spin at high speed, they can explode and you or others could be injured. And, the transmission or other parts of the vehicle can overheat. That could cause an engine compartment fire or other damage. When you're stuck, spin the wheels as little as possible. Don't spin the wheels above 35 mph (55 km/h) as shown on the speedometer.

NOTICE:

Spinning your wheels can destroy parts of your vehicle as well as the tires. If you spin the wheels too fast while shifting your transmission back and forth, you can destroy your transmission.

For information about using tire chains on your vehicle, see "Tire Chains" in the Index.

Rocking your vehicle to get it out:

First, turn your steering wheel left and right. That will clear the area around your front wheels. Then shift back and forth between REVERSE (R) and a forward gear, spinning the wheels as little as possible. Release the accelerator pedal while you shift, and press lightly on the accelerator pedal when the transmission is in gear. If that doesn't get you out after a few tries, you may need to be towed out. If you do need to be towed out, see "Towing Your Vehicle" in the Index.

NOTES

Section 6 Service and Appearance Care

Here you will find information about the care of your Buick. This section begins with service and fuel information, and then it shows how to check important fluid and lubricant levels. There is also technical information about your vehicle, and a part devoted to its appearance care.

Service

Your Buick dealer knows your vehicle best and wants you to be happy with it. We hope you'll go to your dealer for all your service needs. You'll get genuine GM parts and GM-trained and supported service people.

We hope you'll want to keep your GM vehicle all GM. Genuine GM parts have one of these marks:



Doing Your Own Service Work

If you want to do some of your own service work, you'll want to get the proper Buick Service Manual. It tells you much more about how to service your Buick than this manual can. To order the proper service manual, see "Service Publications" in the Index.

Your vehicle has an air bag system. Before attempting to do your own service work, see "Servicing Your Air Bag-Equipped Buick" in the Index.

You should keep a record with all parts receipts and list the mileage and the date of any service work you perform. See "Maintenance Record" in the Index.

⚠ CAUTION:

You can be injured if you try to do service work on a vehicle without knowing enough about it.

- **Be sure you have sufficient knowledge, experience, and the proper replacement parts and tools before you attempt any vehicle maintenance task.**
- **Be sure to use the proper nuts, bolts and other fasteners. "English" and "metric" fasteners can be easily confused. If you use the wrong fasteners, parts can later break or fall off. You could be hurt.**

NOTICE:

If you try to do your own service work without knowing enough about it, your vehicle could be damaged.

Fuel

Use regular unleaded gasoline rated at 87 octane or higher. It should meet specifications ASTM D4814 in the United States and CGSB 3.5-92 in Canada. These fuels should have the proper additives, so you should not have to add anything to the fuel.

In the United States and Canada, it's easy to be sure you get the right kind of gasoline (unleaded). You'll see UNLEADED right on the pump. And only unleaded nozzles will fit into your vehicle's filler neck.

Be sure the posted octane is at least 87. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it's bad enough, it can damage your engine.

If you're using fuel rated at 87 octane or higher and you still hear heavy knocking, your engine needs service. But don't worry if you hear a little pinging noise when you're accelerating or driving up a hill. That's normal, and you don't have to buy a higher octane fuel to get rid of pinging. It's the heavy, constant knock that means you have a problem.

What about gasoline with blending materials that contain oxygen (oxygenates), such as MTBE or alcohol?

MTBE is "methyl tertiary-butyl ether." Fuel that is no more than 15% MTBE is fine for your vehicle.

Ethanol is ethyl or grain alcohol. Properly-blended fuel that is no more than 10% *ethanol* is fine for your vehicle.

Methanol is methyl or wood alcohol.

NOTICE:

Fuel that is more than 5% methanol is bad for your vehicle. Don't use it. It can corrode metal parts in your fuel system and also damage plastic and rubber parts. That damage wouldn't be covered under your warranty. And even at 5% or less, there must be "cosolvents" and corrosion preventers in this fuel to help avoid these problems.

Gasolines for Cleaner Air

Your use of gasoline with deposit control additives will help prevent deposits from forming in your engine and fuel system. That helps keep your engine in tune and your emission control system working properly. It's good for your vehicle, and you'll be doing your part for cleaner air.

Many gasolines are now blended with oxygenates. General Motors recommends that you use gasolines with these blending materials, such as MTBE and ethanol. By doing so, you can help clean the air, especially in those parts of the country that have high carbon monoxide levels.

In addition, some gasoline suppliers are now producing reformulated gasolines. These gasolines are specially designed to reduce vehicle emissions. General Motors recommends that you use reformulated gasoline. By doing so, you can help clean the air, especially in those parts of the country that have high ozone levels.

You should ask your service station operators if their gasolines contain deposit control additives and oxygenates, and if they have been reformulated to reduce vehicle emissions.

Fuels in Foreign Countries

If you plan on driving in another country outside the U.S. or Canada, unleaded fuel may be hard to find. Do not use leaded gasoline. If you use even one tankful, your emission controls won't work well or at all. With continuous use, spark plugs can get fouled, the exhaust system can corrode, and your engine oil can deteriorate quickly. Your vehicle's oxygen sensor will be damaged. All of that means costly repairs that wouldn't be covered by your warranty.

To check on fuel availability, ask an auto club, or contact a major oil company that does business in the country where you'll be driving.

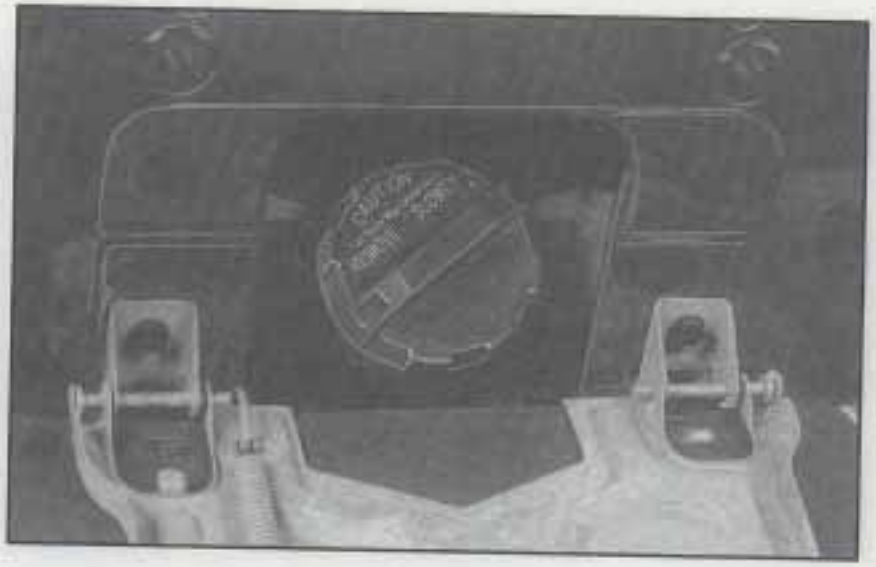
You can also write us at the following address for advice. Just tell us where you're going and give your Vehicle Identification Number (VIN).

General Motors Overseas Distribution Corporation,
North American Export Sales (NAES)
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

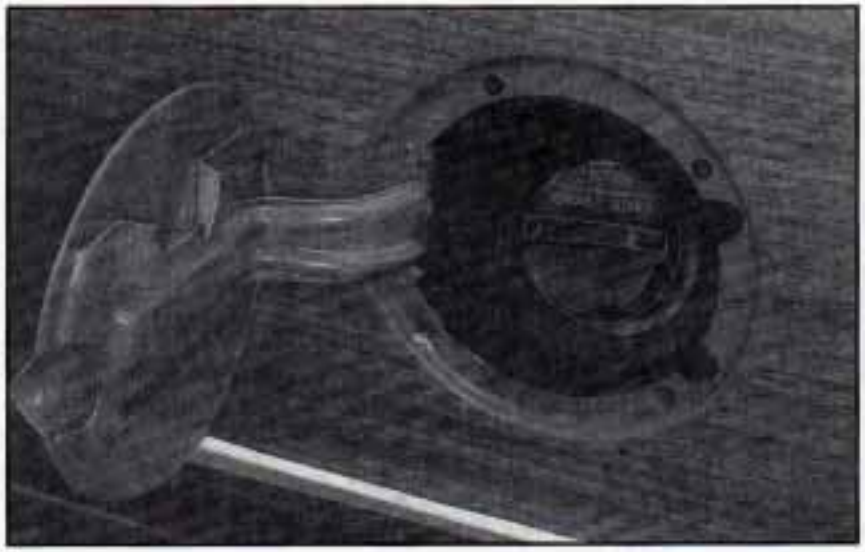
Filling Your Tank

⚠ CAUTION:

Gasoline vapor is highly flammable. It burns violently, and that can cause very bad injuries. Don't smoke if you're near gasoline or refueling your vehicle. Keep sparks, flames, and smoking materials away from gasoline.



The sedan gas cap is behind the rear license plate.



The wagon gas cap is behind a hinged door on the driver's side of your vehicle.

To take off the cap, turn it slowly to the left (counterclockwise).

⚠ CAUTION:

If you get gasoline on yourself and then something ignites it, you could be badly burned. Gasoline can spray out on you if you open the fuel filler cap too quickly. This spray can happen if your tank is nearly full, and is more likely in hot weather. Open the fuel filler cap slowly and wait for any "hiss" noise to stop. Then unscrew the cap all the way.

Be careful not to spill gasoline. Clean gasoline from painted surfaces as soon as possible. See "Cleaning the Outside of Your Buick" in the Index.

When you put the cap back on, turn it to the right until you hear at least three clicks.

NOTICE:

If you need a new cap, be sure to get the right type. Your dealer can get one for you. If you get the wrong type, it may not fit or have proper venting, and your fuel tank and emissions system might be damaged.

Checking Things Under the Hood



To open the hood, first pull the handle inside the vehicle. It is located on the lower left side of the instrument panel, next to the parking brake.



Then go to the front of the vehicle and release the secondary hood release.

Lift the hood.

⚠ CAUTION:

An electric fan under the hood can start up and injure you even when the engine is not running. Keep hands, clothing and tools away from any underhood electric fan.

⚠ CAUTION:

Things that burn can get on hot engine parts and start a fire. These include liquids like gasoline, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine.

Before closing the hood, be sure all the filler caps are on properly. Then just pull the hood down and close it firmly.

Engine Oil



If the amber LOW OIL LEV light on the instrument panel comes on, it means you need to check your engine oil level right away. For more information, see "Low Oil Level Light" in the Index.

You should check your engine oil level regularly; this is an added reminder.

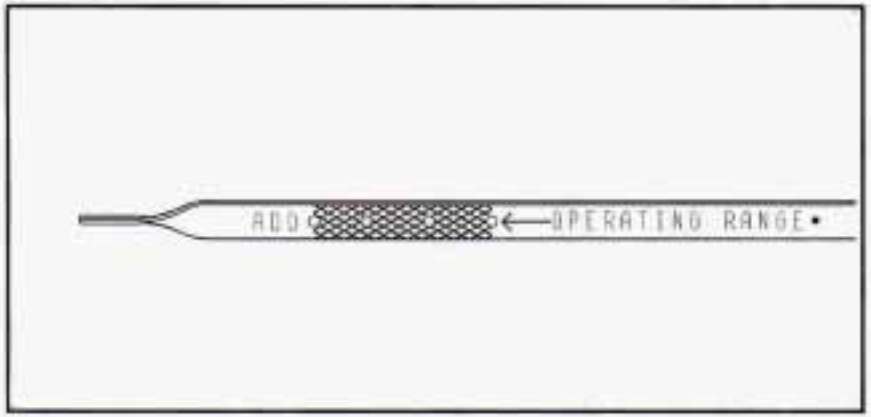
It's a good idea to check your engine oil every time you get fuel. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.



Turn off the engine and give the oil a few minutes to drain back into the oil pan. If you don't, the oil dipstick might not show the actual level.

To Check Engine Oil

Pull out the dipstick and clean it with a paper towel or cloth, then push it back in all the way. Remove it again, keeping the tip down, and check the level.



When to Add Oil

If the oil is at or below the ADD line, then you'll need to add some oil. But you must use the right kind. This part explains what kind of oil to use. For crankcase capacity, see "Capacities and Specifications" in the Index.

NOTICE:

Don't add too much oil. If your engine has so much oil that the oil level gets above the cross-hatched area that shows the proper operating range, your engine could be damaged.

Just fill it enough to put the level somewhere in the proper operating range. Push the dipstick all the way back in when you're through.

What Kind of Oil to Use

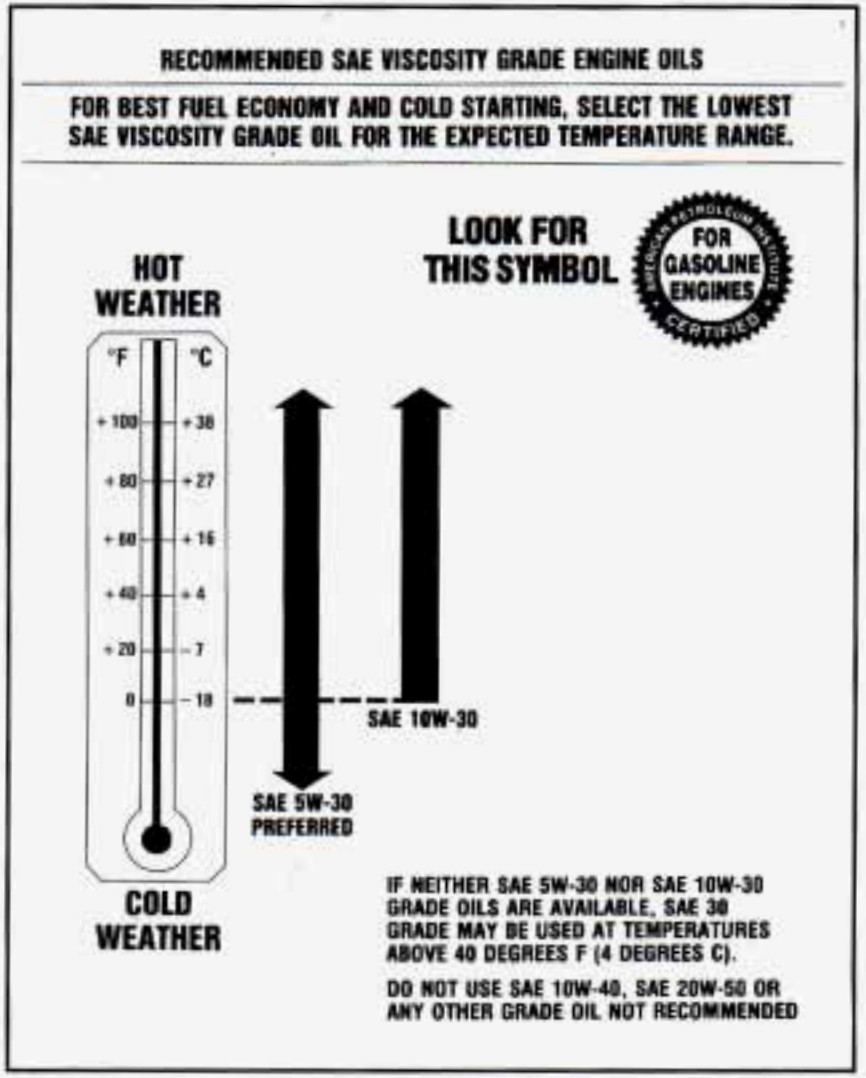
Oils of the proper quality for your vehicle can be identified by looking for the "Starburst" symbol. The "Starburst" symbol indicates that the oil has been certified by the American Petroleum Institute (API), and is preferred for use in your gasoline engine.



If you change your own oil, be sure you use oil that has the "Starburst" symbol on the front of the oil container.

If you have your oil changed for you, be sure the oil put into your engine is American Petroleum Institute certified for gasoline engines.

You should also use the proper viscosity oil for your vehicle, as shown in the following chart:


RECOMMENDED SAE VISCOSITY GRADE ENGINE OILS
FOR BEST FUEL ECONOMY AND COLD STARTING, SELECT THE LOWEST SAE VISCOSITY GRADE OIL FOR THE EXPECTED TEMPERATURE RANGE.
LOOK FOR THIS SYMBOL
FOR GASOLINE ENGINES
HOT WEATHER
°F
°C
+100
+38
+80
+27
+60
+16
+40
+4
+20
-7
0
-18
SAE 10W-30
SAE 5W-30 PREFERRED
COLD WEATHER
IF NEITHER SAE 5W-30 NOR SAE 10W-30 GRADE OILS ARE AVAILABLE, SAE 30 GRADE MAY BE USED AT TEMPERATURES ABOVE 40 DEGREES F (4 DEGREES C).
DO NOT USE SAE 10W-40, SAE 20W-50 OR ANY OTHER GRADE OIL NOT RECOMMENDED

As shown in the chart, SAE 5W-30 is best for your vehicle. However, you can use SAE 10W-30 if it's going to be 0° F (-18° C) or above. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils, such as SAE 20W-50.

NOTICE:

Use only engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol. Failure to use the proper oil can result in engine damage not covered by your warranty.

GM Goodwrench® oil (in Canada, GM Engine Oil) meets all the requirements for your vehicle.

Engine Oil Additives

Don't add anything to your oil. Your Buick dealer is ready to advise if you think something should be added.

When to Change Engine Oil

See if any one of these is true for you:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop and go traffic).
- Most trips are through dusty areas.
- You frequently tow a trailer or use a carrier on top of your vehicle.

If any one of these is true for your vehicle, then you need to change your oil and filter every 3,000 miles (5 000 km) or 3 months -- whichever comes first.

If none of them is true, change the oil and filter every 7,500 miles (12 500 km) or 12 months -- whichever comes first.

See "Change Oil Indicator" in the Index for more information on when to change the oil.

Engine Coolant Heater

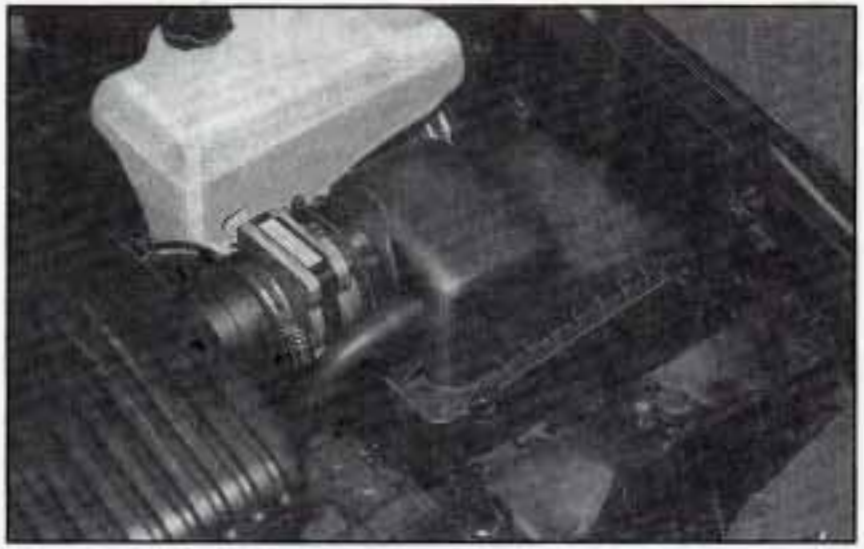
An engine coolant heater can be a big help if you have to park outside in very cold weather, 0° F (-18° C) or colder. If your vehicle has this option, see "Engine Coolant Heater" in the Index.

What to Do with Used Oil

Did you know that used engine oil contains certain elements that may be unhealthy for your skin and could even cause cancer? Don't let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly throw away clothing or rags containing used engine oil. (See the manufacturer's warnings about the use and disposal of oil products.)

Used oil can be a real threat to the environment. If you change your own oil, be sure to drain all free-flowing oil from the filter before disposal. Don't ever dispose of oil by putting it in the trash, pouring it on the ground, into sewers, or into streams or bodies of water. Instead, recycle it by taking it to a place that collects used oil. If you have a problem properly disposing of your used oil, ask your dealer, a service station or a local recycling center for help.

Air Cleaner



The air cleaner is located on the driver's side of the engine compartment. To check or replace the filter, unscrew the wing nuts and pull the air cleaner open. Replace the air filter, close the cover and replace the wing nuts, making sure the tabs are properly positioned.

Refer to the Maintenance Schedule to determine when to replace the air filter.

See "Scheduled Maintenance Services" in the Index.

⚠ CAUTION:

Operating the engine with the air cleaner off can cause you or others to be burned. The air cleaner not only cleans the air, it stops flame if the engine backfires. If it isn't there, and the engine backfires, you could be burned. Don't drive with it off, and be careful working on the engine with the air cleaner off.

NOTICE:

If the air cleaner is off, a backfire can cause a damaging engine fire. And, dirt can easily get into your engine, which will damage it. Always have the air cleaner in place when you're driving.

Automatic Transmission Fluid

When to Check and Change

A good time to check your automatic transmission fluid level is when the engine oil is changed. Refer to the Maintenance Schedule to determine when to change your fluid. See "Scheduled Maintenance Services" in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at your Buick dealer Service Department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading on the dipstick.

NOTICE:

Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Be sure to get an accurate reading if you check your transmission fluid.

Wait at least 30 minutes before checking the transmission fluid level if you have been driving:

- When outside temperatures are above 90° F (32° C).
- At high speed for quite a while.
- In heavy traffic -- especially in hot weather.
- While pulling a trailer.

To get the right reading, the fluid should be at normal operating temperature, which is 180° F to 200° F (82° C to 93° C).

To check transmission fluid hot: Get the vehicle warmed up by driving about 15 miles (24 km) when outside temperatures are above 50° F (10° C). If it's colder than 50° F (10° C), drive the vehicle in DRIVE (D) until the engine temperature gage moves and then remains steady for ten minutes. Then follow the hot check procedures.

To check transmission fluid cold: A cold check is made after the vehicle has been sitting for eight hours or more with the engine off and is used only as a reference. Let the engine run at idle for five minutes if outside temperatures are 50° F (10° C) or more. If it's colder than 50° F (10° C), you may have to idle the engine longer. Should the fluid level be low during a cold check, you **must** perform a hot check before adding fluid. This will give you a more accurate reading of the fluid level.

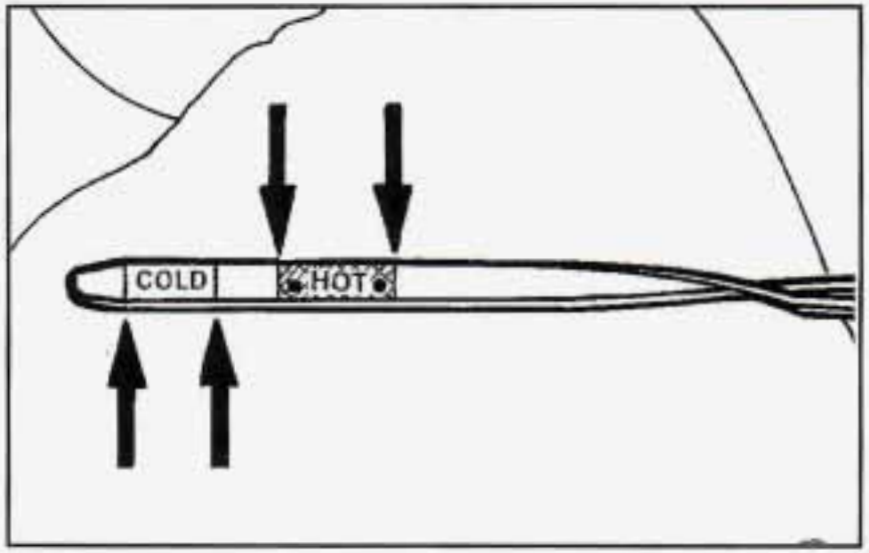
To check the fluid hot or cold

- Park your vehicle on a level place. Keep the engine running.
- With the parking brake applied, place the shift lever in PARK (P).
- With your foot on the brake pedal, move the shift lever through each gear range, pausing for about three seconds in each range. Then, position the shift lever in PARK (P).
- Let the engine run at idle for three minutes or more.

Then, without shutting off the engine, follow these steps:



1. Flip the handle up and then pull out the dipstick and wipe it with a clean rag or paper towel.



2. Push it back in all the way, wait three seconds and then pull it back out again.

3. Check both sides of the dipstick, and read the lower level. The fluid level must be in the COLD area for a cold check or in the HOT area or cross-hatched area for a hot check.

4. If the fluid level is in the acceptable range, push the dipstick back in all the way; then flip the handle down to lock the dipstick in place.

How to Add Fluid

Refer to the Maintenance Schedule to determine what kind of transmission fluid to use. See "Recommended Fluids and Lubricants" in the Index.

Add fluid only after checking the transmission fluid HOT. (A COLD check is used only as a reference.) If the fluid level is low, add only enough of the proper fluid to bring the level up to the HOT area for a hot check. It doesn't take much fluid, generally less than a pint. *Don't overfill.* We recommend you use only fluid labeled DEXRON®-III, because fluid with that label is made especially for your automatic transmission. Damage caused by fluid other than DEXRON®-III is not covered by your new vehicle warranty.

- After adding fluid, recheck the fluid level as described under "How to Check."
- When the correct fluid level is obtained, push the dipstick back in all the way; then flip the handle down to lock the dipstick in place.

Rear Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See "Periodic Maintenance Inspections" in the Index.

How to Check Lubricant

If the level is below the bottom of the filler plug hole, you'll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Standard Differential

Use Axle Lubricant (GM Part No. 1052271) or SAE 80W-90 GL-5 gear lubricant.

Limited-Slip Differential

To add lubricant when the level is low, use Axle Lubricant (GM Part No. 1052271) or SAE 80W-90 GL-5 gear lubricant. To completely refill after draining, add 4 ounces (118 ml) of Limited-Slip Differential Lubricant Additive (GM Part No. 1052358). Then fill to the bottom of the filler plug hole with Axle Lubricant (GM Part No. 1052271) or SAE 80W-90 GL-5 gear lubricant.

Engine Coolant

The following explains your cooling system and how to add coolant when it is low. If you have a problem with engine overheating, see "Engine Overheating" in the Index.

The proper coolant for your Buick will:

- Give freezing protection down to -34° F (-37° C).
- Give boiling protection up to 262° F (128° C).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights work as they should.

What to Use

Use a mixture of one-half *clean water* (preferably distilled) and one-half antifreeze that meets "GM Specification 1825-M," which won't damage aluminum parts. You can also use a recycled coolant conforming to GM Specification 1825-M with a complete coolant flush and refill. Use GM Engine Coolant Supplement (sealer) with any complete coolant flush and refill. If you use this mixture, you don't need to add anything else.

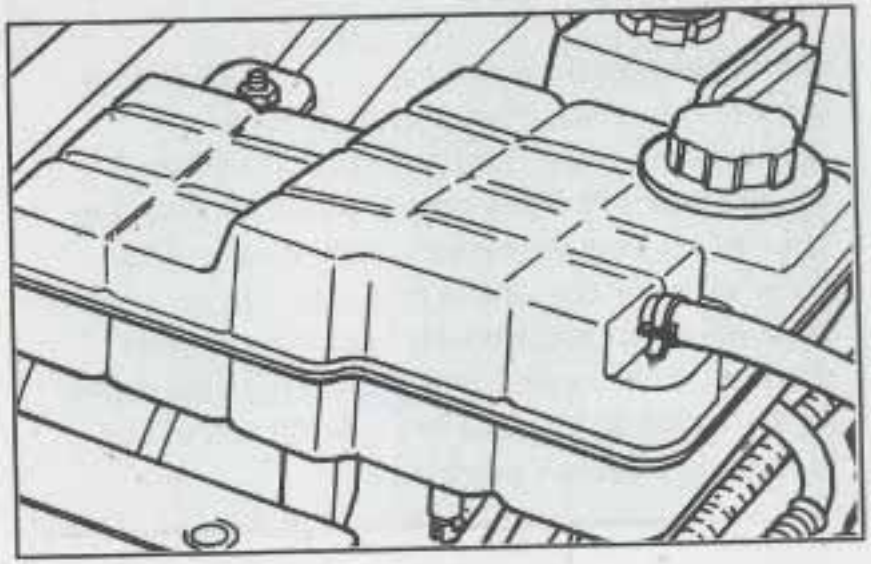
⚠ CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

If you use an improper coolant mix, your engine could overheat and be badly damaged. The repair cost wouldn't be covered by your warranty. Too much water in the mix can freeze and crack the engine, radiator, heater core and other parts.

Adding Coolant



The surge tank is in the engine compartment, directly behind the battery.

To Check Coolant

⚠ CAUTION:

Turning the surge tank pressure cap when the engine and radiator are hot can allow steam and scalding liquids to blow out and burn you badly. Never turn the surge tank pressure cap -- even a little -- when the engine and radiator are hot.

When your engine is cold, the coolant level should be at the FULL COLD mark.



If this light comes on, it means you're low on coolant. See "Low Coolant Light" in the Index.

To Add Coolant

If you need more coolant, add the proper mix *at the surge tank*, but only when the engine is cool.

⚠ CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

When replacing the pressure cap, make sure it is tight.

Surge Tank Pressure Cap

NOTICE:

Your surge tank cap is a 15 psi (105 kPa) pressure-type cap and must be tightly installed to prevent coolant loss and possible engine damage from overheating.

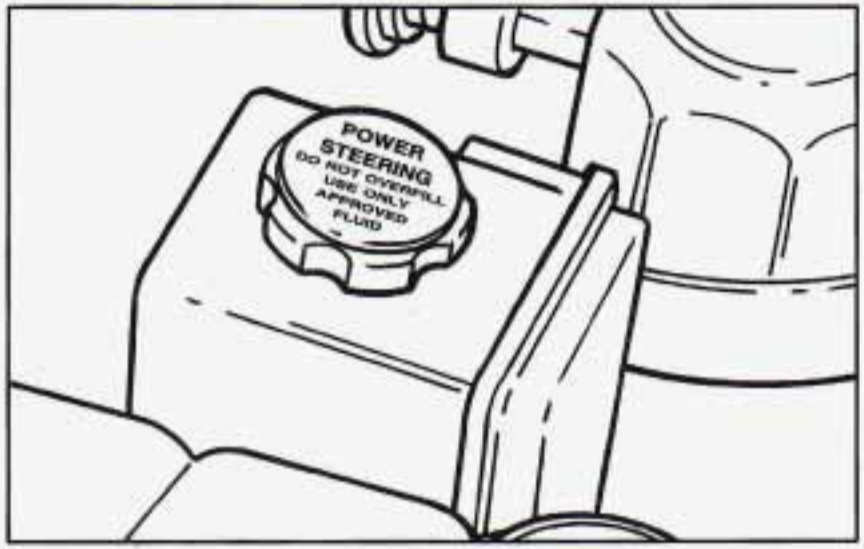
When you replace your surge tank pressure cap, a GM cap is recommended.

Thermostat

Engine coolant temperature is controlled by a thermostat in the engine coolant system. The thermostat stops the flow of coolant through the radiator until the coolant reaches a preset temperature.

When you replace your thermostat, an AC® thermostat is recommended.

Power Steering Fluid



The power steering cap is to the left of the engine fan when you are facing the engine.

How To Check Power Steering Fluid

When the engine compartment is cool, unscrew the cap and wipe the dipstick with a clean rag. Replace the cap and completely tighten it. Then remove the cap again and look at the fluid level on the dipstick.

When the engine compartment is hot, the level should be at the H mark.

When the engine compartment is cool, the level should be at the C mark.

A fluid loss in this system could indicate a problem. Have the system inspected and repaired.

What to Add

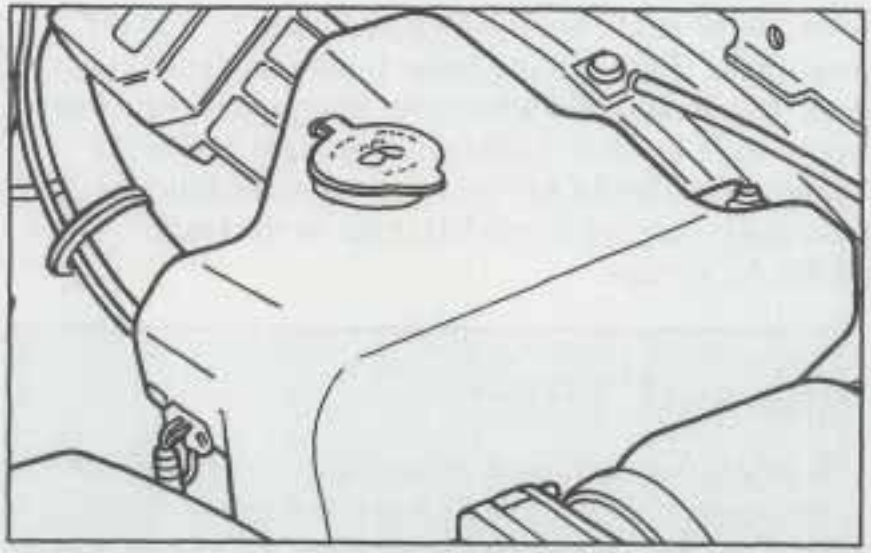
Refer to the Maintenance Schedule to determine what kind of fluid to use. See "Recommended Fluids and Lubricants" in the Index.

NOTICE:

When adding power steering fluid or making a complete fluid change, always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.

Windshield Washer Fluid

To Add



The windshield washer reservoir is located on the driver's side of the engine compartment.

Open the cap labeled WASHER FLUID ONLY. Add washer fluid until the tank is full.

NOTICE:

- **When using concentrated washer fluid, follow the manufacturer's instructions for adding water.**
- **Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.**
- **Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.**
- **Don't use radiator antifreeze in your windshield washer. It can damage your washer system and paint.**

Brakes

Brake Master Cylinder

Your brake master cylinder is here. It is filled with DOT-3 brake fluid.



There are only two reasons why the brake fluid level in your master cylinder might go down. The first is that the brake fluid goes down to an acceptable level during normal brake lining wear. When new linings are put in, the fluid level goes back up. The other reason is that fluid is leaking out of the brake system. If it is, you should have your brake system fixed, since a leak means that sooner or later your brakes won't work well, or won't work at all. So, it isn't a good idea to "top off" your brake fluid. Adding brake fluid won't correct a leak. If you add fluid when your linings are worn, then you'll have too much fluid when you get new brake linings. You should add (or remove) brake fluid, as necessary, only when work is done on the brake hydraulic system.

⚠ CAUTION:

If you have too much brake fluid, it can spill on the engine. The fluid will burn if the engine is hot enough. You or others could be burned, and your vehicle could be damaged. Add brake fluid only when work is done on the brake hydraulic system.

Refer to the Maintenance Schedule to determine when to check your brake fluid. See "Periodic Maintenance Inspections" in the Index.

To Check Brake Fluid

You can check the brake fluid without taking off the cap. Just look at the windows on the brake fluid reservoir. The fluid levels should be above MIN. If they aren't, have your brake system checked to see if there is a leak.

After work is done on the brake hydraulic system, make sure the levels are above MIN and below the top of each window.

What to Add

When you do need brake fluid, use only DOT-3 brake fluid -- such as Delco Supreme 11® (GM Part No. 1052535). Use new brake fluid from a sealed container only, and always clean the brake fluid reservoir cap before removing it.

NOTICE:

- **Don't let someone put in the wrong kind of fluid. For example, just a few drops of mineral-based oil, such as engine oil, in your brake system can damage brake system parts so badly that they'll have to be replaced.**
- **Brake fluid can damage paint, so be careful not to spill brake fluid on your vehicle. If you do, wash it off immediately. See "Appearance Care" in the Index.**

Brake Wear

Your Buick has front disc brakes and rear drum brakes.

Disc brake pads have built-in wear indicators that make a high-pitched warning sound when the brake pads are worn and new pads are needed. The sound may come and go or be heard all the time your vehicle is moving (except when you are pushing on the brake pedal firmly).

⚠ CAUTION:

The brake wear warning sound means that sooner or later your brakes won't work well. That could lead to an accident. When you hear the brake wear warning sound, have your vehicle serviced.

NOTICE:

Continuing to drive with worn-out brake pads could result in costly brake repair.

Some driving conditions or climates may cause a brake squeal when the brakes are first applied or lightly applied. This does not mean something is wrong with your brakes.

Your rear drum brakes don't have wear indicators, but if you ever hear a rear brake rubbing noise, have the rear brake linings inspected. Also, the rear brake drums should be removed and inspected each time the tires are removed for rotation or changing. When you have the front brakes replaced, have the rear brakes inspected, too.

Brake linings should always be replaced as complete axle sets.

Brake Pedal Travel

See your dealer if the brake pedal does not return to normal height, or if there is a rapid increase in pedal travel. This could be a sign of brake trouble.

Brake Adjustment

Every time you make a moderate brake stop, your disc brakes adjust for wear. If you rarely make a moderate or heavier stop, then your brakes might not adjust correctly. If you drive in that way, then -- very carefully -- make a few moderate brake stops about every 1,000 miles (1 600 km), so your brakes will adjust properly.

If your brake pedal goes down farther than normal, your rear drum brakes may need adjustment. Adjust them by backing up and firmly applying the brakes a few times.

Replacing Brake System Parts

The braking system on a modern vehicle is complex. Its many parts have to be of top quality and work well together if the vehicle is to have really good braking. Vehicles we design and test have top-quality GM brake parts in them, as your Buick does when it is new. When you replace parts of your braking system -- for example, when your brake linings wear down and you have to have new ones put in -- be sure you get new genuine GM replacement parts. If you don't, your brakes may no longer work properly. For example, if someone puts in brake linings that are wrong for your vehicle, the balance between your front and rear brakes can change -- for the worse. The braking performance you've come to expect can change in many other ways if someone puts in the wrong replacement brake parts.

Battery

Every new Buick has a Delco Freedom® battery. You never have to add water to one of these. When it's time for a new battery, we recommend a Delco Freedom® battery. Get one that has the replacement number shown on the original battery's label.

Vehicle Storage

If you're not going to drive your vehicle for 25 days or more, take off the black, negative (-) cable from the battery. This will help keep your battery from running down.

⚠ CAUTION:

Batteries have acid that can burn you and gas that can explode. You can be badly hurt if you aren't careful. See "Jump Starting" in the Index for tips on working around a battery without getting hurt.

Contact your dealer to learn how to prepare your vehicle for longer storage periods.

Halogen Bulbs

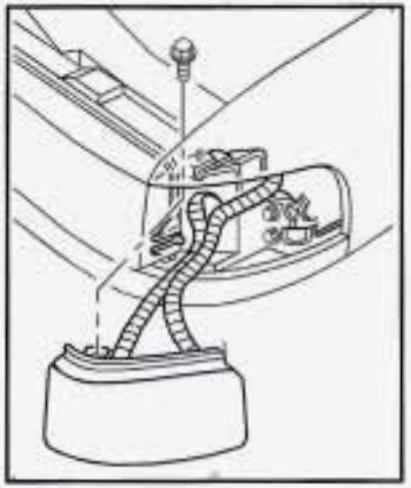
⚠ CAUTION:

Halogen bulbs have pressurized gas inside and can burst if you drop or scratch the bulb. You or others could be injured. Take special care when handling and disposing of halogen bulbs.

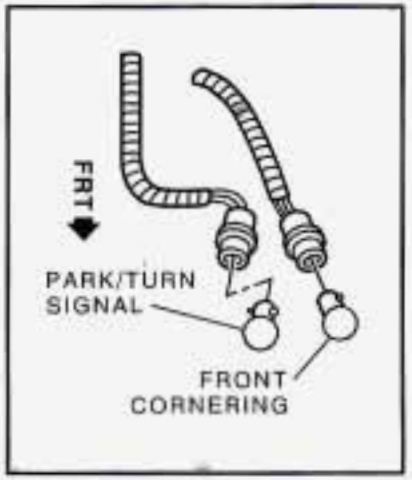
Parking/Turn Signal and Cornering Lamp Bulb Replacement

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

1. Open the hood.



2. Remove the screw from the bracket.
3. Remove the lamp assembly by pulling forward.
4. Remove the electrical connectors from the lamp assembly.

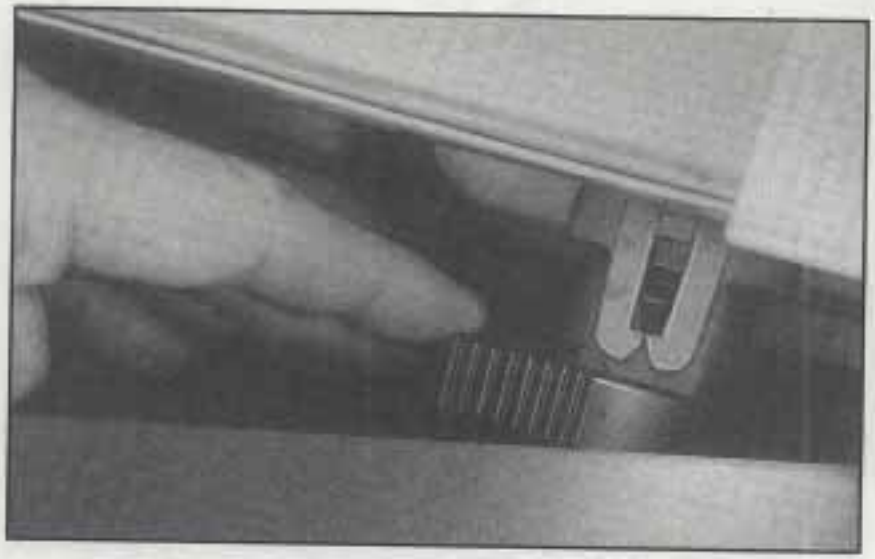


5. Remove the bulb from the electrical connectors.
6. Reverse the steps with a new bulb.

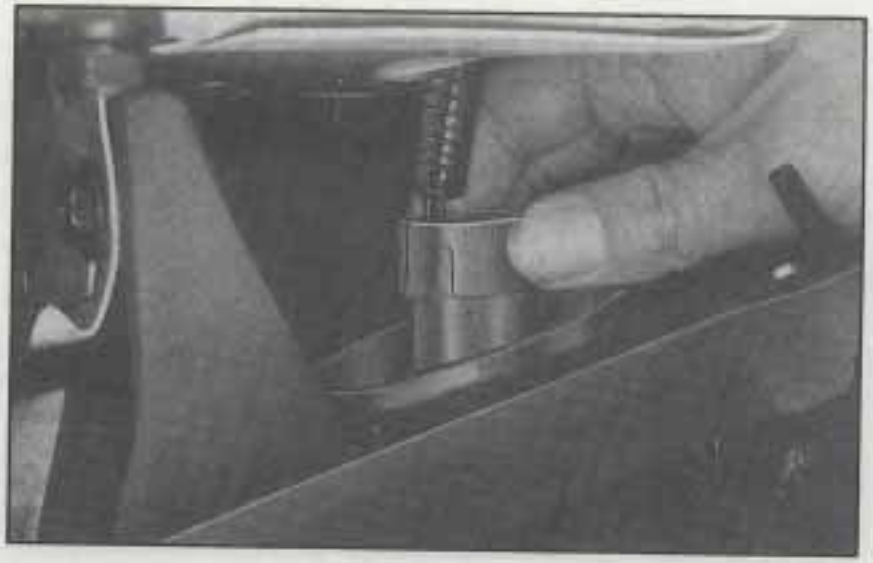
Headlamp Bulb Replacement

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

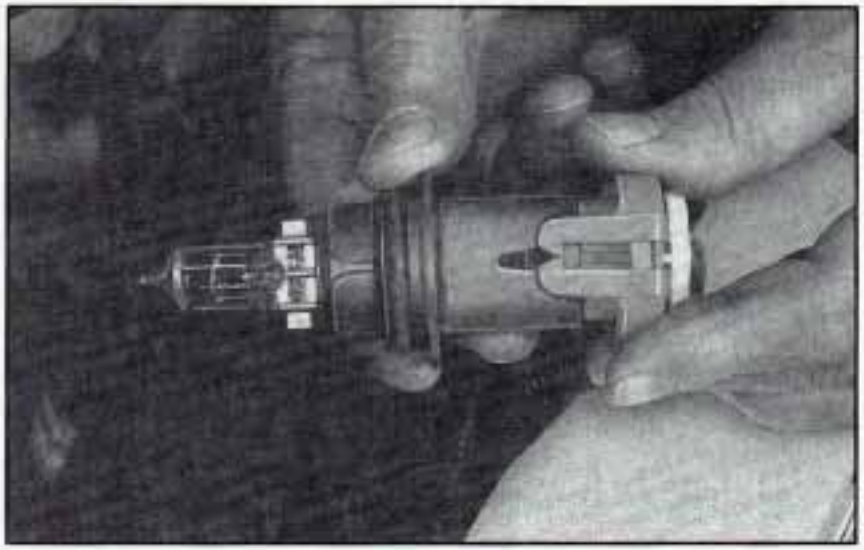
1. To replace the headlamp bulbs, locate the headlamp bulb retainer directly behind the headlamps.



2. Turn the headlamp bulb retainer a quarter-turn counterclockwise.



3. Gently pull the headlamp bulb assembly straight out from the access area.

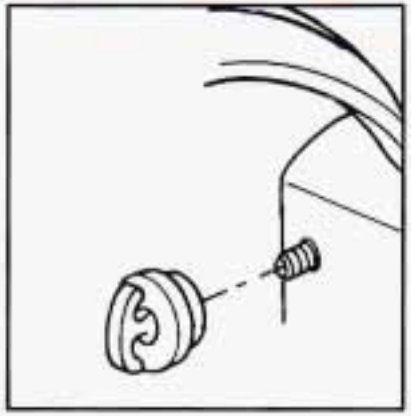


4. Remove the electrical connector from the bulb by lifting the lock tab and pulling it away from the plastic base.
5. To reinstall the headlamp bulb assembly, attach the electrical connector to the plastic base -- making sure the lock tab is over the lock. Put the small tab into the small notch in the lamp. Put the retainer on and turn it slightly counterclockwise to lock it into place.

Taillamp Bulb Replacement (Sedan)

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

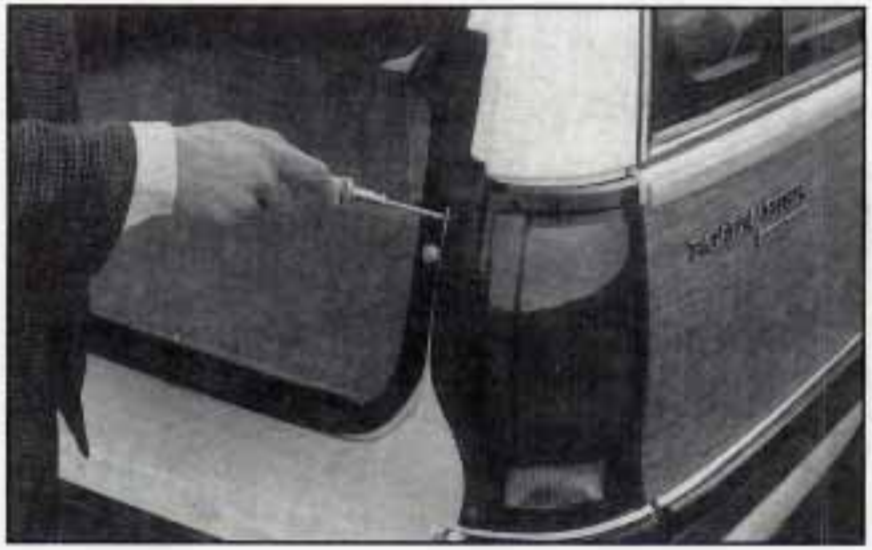
1. Open the trunk.



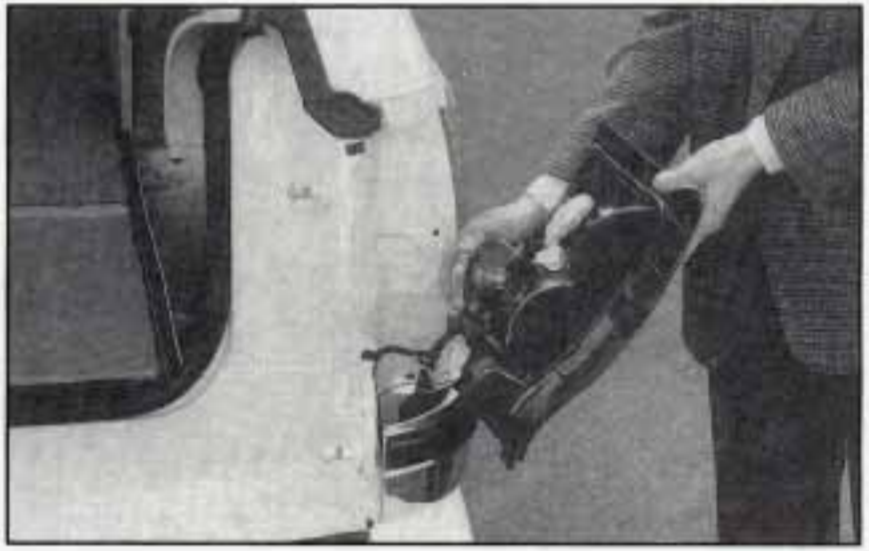
2. Remove the nut from the trunk trim assembly.
3. Pull the taillamp assembly away from the body.
4. Disconnect the electrical connectors from the taillamp assembly.
5. Remove the bulb.
6. Reverse the steps with a new bulb.

Taillamp Bulb Replacement (Wagon)

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.



1. Remove the two Phillips® head screws.
2. For the passenger's side taillamp, remove the housing that covers the spare tire. For the driver's side taillamp, remove the trim panel.
3. Unscrew the wing nut.
4. From outside the vehicle, carefully pull the taillamp assembly away from the body.



5. Press the bulb housing release lever and turn the housing a quarter-turn counterclockwise to remove it.
6. To remove the bulb, push it in and rotate it counterclockwise.
7. Reverse all the steps to reassemble the taillamp housing.

Center High-Mounted Stoplamp Replacement (Sedan)

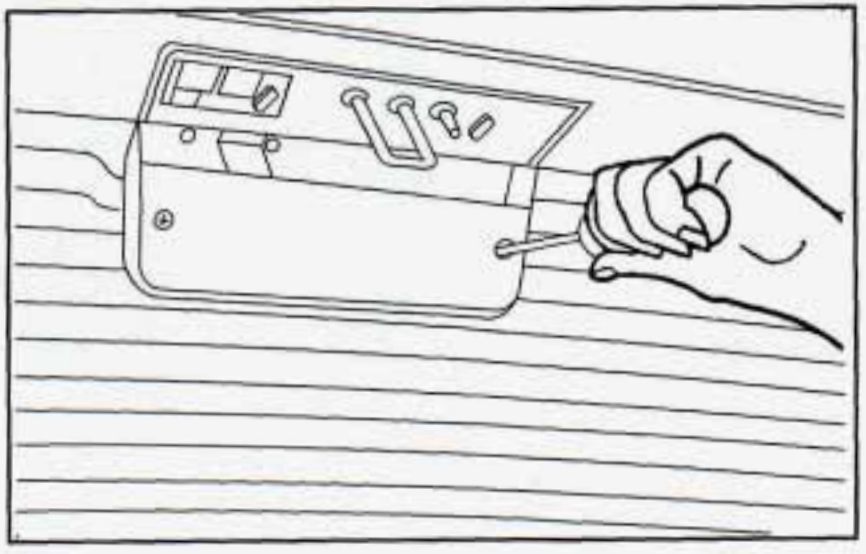
For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

1. Open the trunk.
2. Unclip the stoplamp cover from the rear window and stoplamp assembly.
3. Remove the bulb.
4. Reverse the steps with a new bulb.

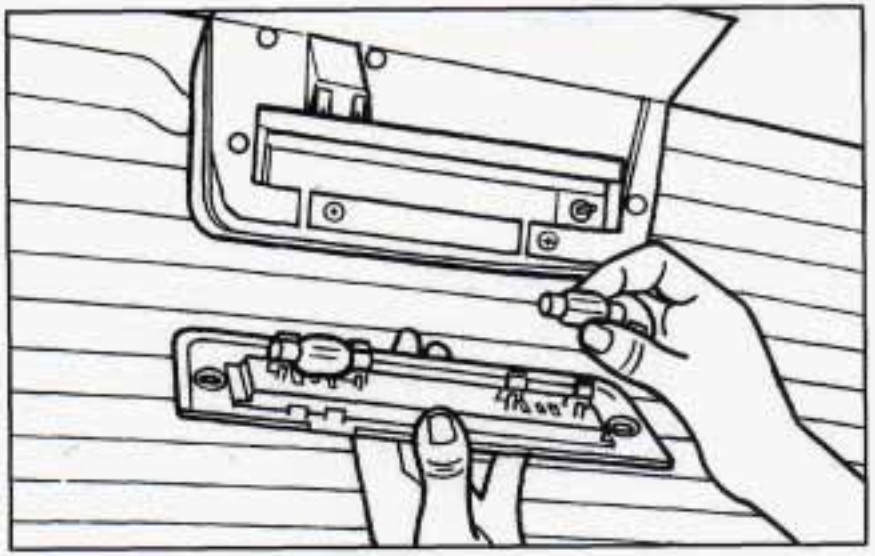
Center High-Mounted Stoplamp Replacement (Wagon)

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

1. Open the tailgate window.
2. Remove the two screws.



3. Bring down the bulb assembly.



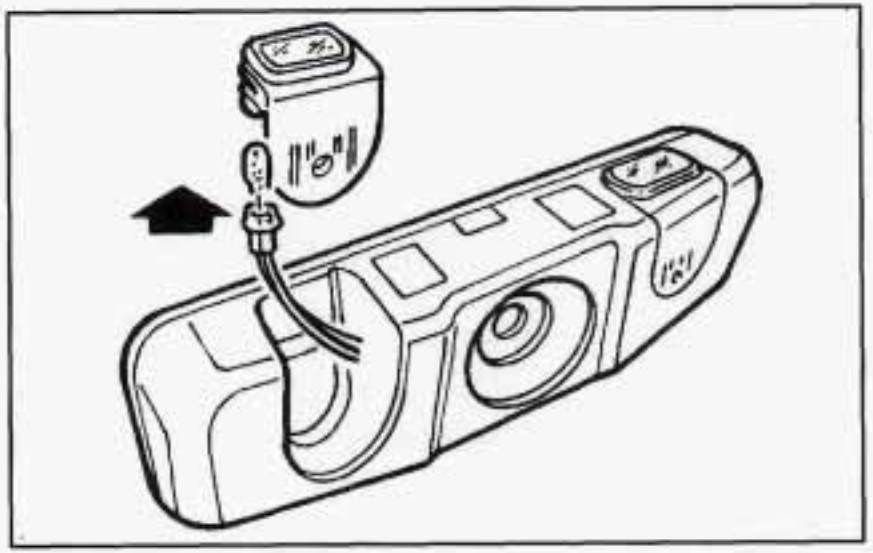
4. Pull the bulb out of its retainer.
5. Reverse the steps with a new bulb.

Front Reading Lamp Bulb Replacement

The front reading lamps are part of the automatic rearview mirror, if your vehicle has this option.

For the proper type of replacement bulb, see "Replacement Bulbs" in the Index.

1. Remove the screw and pry the housing from the mirror assembly.
2. Remove the socket from the housing.



3. Pull the bulb from the socket.
4. Reverse the steps with a new bulb.

Tires

We don't make tires. Your new vehicle comes with high-quality tires made by a leading tire manufacturer. These tires are warranted by the tire manufacturers and their warranties are delivered with every new Buick. If your spare tire is a different brand than your road tires, you will have a tire warranty folder from each of these manufacturers.

⚠ CAUTION:

Poorly maintained and improperly used tires are dangerous.

- **Overloading your tires can cause overheating as a result of too much friction. You could have an air-out and a serious accident. See "Loading Your Vehicle" in the Index.**

CAUTION: (Continued)

CAUTION: (Continued)

- **Underinflated tires pose the same danger as overloaded tires. The resulting accident could cause serious injury. Check all tires frequently to maintain the recommended pressure. Tire pressure should be checked when your tires are cold.**
- **Overinflated tires are more likely to be cut, punctured, or broken by a sudden impact, such as when you hit a pothole. Keep tires at the recommended pressure.**
- **Worn, old tires can cause accidents. If your tread is badly worn, or if your tires have been damaged, replace them.**

Inflation - Tire Pressure

The Tire-Loading Information label which is on the rear edge of the driver's door shows the correct inflation pressures for your tires, when they're cold. "Cold" means your vehicle has been sitting for at least three hours or driven no more than a mile.

NOTICE:

Don't let anyone tell you that underinflation or overinflation is all right. It's not. If your tires don't have enough air (underinflation) you can get:

- **Too much flexing**
- **Too much heat**
- **Tire overloading**
- **Bad wear**
- **Bad handling**
- **Bad fuel economy.**

If your tires have too much air (overinflation), you can get:

- **Unusual wear**
- **Bad handling**
- **Rough ride**
- **Needless damage from road hazards.**

When to Check

Check your tires once a month or more. Also, check the tire pressure of the spare tire.

If you have a compact spare tire, it should be at 60 psi (420 kPa).

How to Check

Use a good quality pocket-type gage to check tire pressure. Simply looking at the tires will not tell you the pressure, especially if you have radial tires -- which may look properly inflated even if they're underinflated.

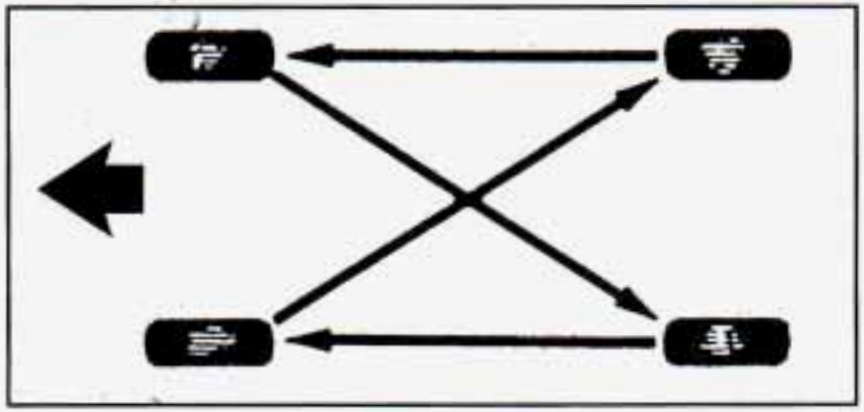
If your tires have valve caps, be sure to put them back on. They help prevent leaks by keeping out dirt and moisture.

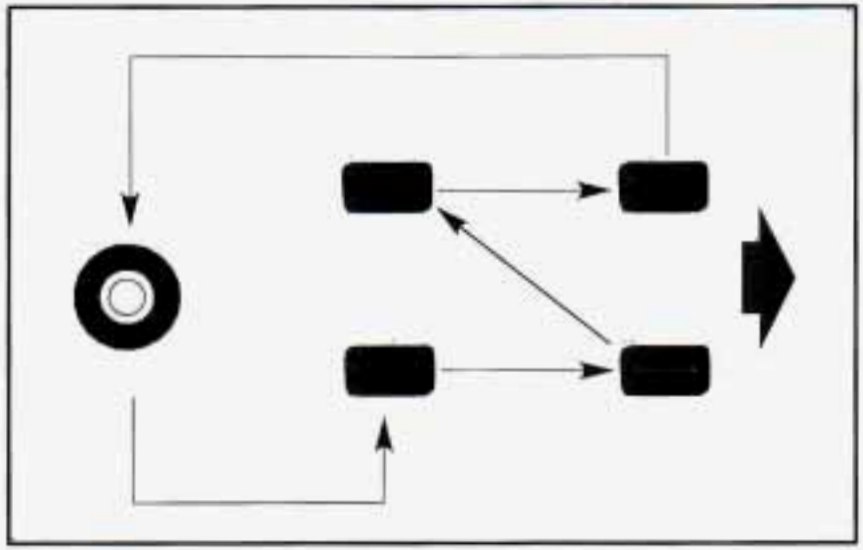
Tire Inspection and Rotation

Tires should be inspected every 6,000 to 8,000 miles (10 000 to 13 000 km) for any signs of unusual wear. If unusual wear is present, rotate your tires as soon as possible and check wheel alignment. Also check for damaged tires or wheels. See "When it's Time for New Tires" and "Wheel Replacement" later in this section for more information.

The purpose of regular rotation is to achieve more uniform wear for all tires on the vehicle. The first rotation is the most important. See "Scheduled Maintenance Services" in the Index for scheduled rotation intervals.

When rotating your tires, always use one of the correct rotation patterns shown here.





If your vehicle has a compact spare tire, don't include it in your tire rotation.

After the tires have been rotated, adjust the front and rear inflation pressures as shown on the Tire-Loading Information label. Make certain that all wheel nuts are properly tightened. See "Wheel Nut Torque" in the Index.

⚠ CAUTION:

Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off. (See "Changing a Flat Tire" in the Index.)

When it's Time for New Tires



One way to tell when it's time for new tires is to check the treadwear indicators, which will appear when your tires have only 1/16 inch (1.6 mm) or less of tread remaining.

You need a new tire if:

- You can see the indicators at three or more places around the tire.
- You can see cord or fabric showing through the tire's rubber.
- The tread or sidewall is cracked, cut or snagged deep enough to show cord or fabric.
- The tire has a bump, bulge or split.
- The tire has a puncture, cut, or other damage that can't be repaired well because of the size or location of the damage.

Buying New Tires

To find out what kind and size of tires you need, look at the Tire-Loading Information label.

The tires installed on your vehicle when it was new had a Tire Performance Criteria Specification (TPC Spec) number on each tire's sidewall. When you get new tires, get ones with that same TPC Spec number. That way, your vehicle will continue to have tires that are designed to give proper endurance, handling, speed rating, traction, ride and other things during normal service on your vehicle. If your tires have an all-season tread design, the TPC number will be followed by an "MS" (for mud and snow).

If you ever replace your tires with those not having a TPC Spec number, make sure they are the same size, load range, speed rating and construction type (bias, bias-belted or radial) as your original tires.

⚠ CAUTION:

Mixing tires could cause you to lose control while driving. If you mix tires of different sizes or types (radial and bias-belted tires), the vehicle may not handle properly, and you could have a crash. Be sure to use the same size and type tires on all four wheels.

It's all right to drive with your compact spare (if you have one). It was developed for use on your vehicle.

Uniform Tire Quality Grading

The following information relates to the system developed by the United States National Highway Traffic Safety Administration which grades tires by treadwear, traction and temperature performance. (This applies only to vehicles sold in the United States.)

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1 1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction - A, B, C

The traction grades, from highest to lowest are: A, B, and C. They represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Warning: The traction grade assigned to this tire is based on braking (straight-ahead) traction tests and does not include cornering (turning) traction.

Temperature - A, B, C

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

These grades are molded on the sidewalls of passenger car tires.

While the tires available as standard or optional equipment on General Motors vehicles may vary with respect to these grades, all such tires meet General Motors performance standards and have been approved for use on General Motors vehicles. All passenger type (P Metric) tires must conform to Federal safety requirements in addition to these grades.

Wheel Alignment and Tire Balance

The wheels on your vehicle were aligned and balanced carefully at the factory to give you the longest tire life and best overall performance.

In most cases, you will not need to have your wheels aligned again. However, if you notice unusual tire wear or your vehicle pulling one way or the other, the alignment may need to be reset. If you notice your vehicle vibrating when driving on a smooth road, your wheels may need to be rebalanced.

Wheel Replacement

Replace any wheel that is bent, cracked, or badly rusted or corroded. If wheel nuts keep coming loose, the wheel, wheel bolts, and wheel nuts should be replaced. If the wheel leaks air, replace it (except some aluminum wheels, which can sometimes be repaired). See your Buick dealer if any of these conditions exist.

Your dealer will know the kind of wheel you need.

Each new wheel should have the same load carrying capacity, diameter, width, offset, and be mounted the same way as the one it replaces.

If you need to replace any of your wheels, wheel bolts, or wheel nuts, replace them only with new GM original equipment parts. This way, you will be sure to have the right wheel, wheel bolts, and wheel nuts for your Buick model.

⚠ CAUTION:

Using the wrong replacement wheels, wheel bolts, or wheel nuts on your vehicle can be dangerous. It could affect the braking and handling of your vehicle, make your tires lose air and make you lose control. You could have a collision in which you or others could be injured. Always use the correct wheel, wheel bolts, and wheel nuts for replacement.

NOTICE:

The wrong wheel can also cause problems with bearing life, brake cooling, speedometer/odometer calibration, headlamp aim, bumper height, vehicle ground clearance, and tire or tire chain clearance to the body and chassis.

Used Replacement Wheels

⚠ CAUTION:

Putting a used wheel on your vehicle is dangerous. You can't know how it's been used or how many miles it's been driven. It could fail suddenly and cause an accident. If you have to replace a wheel use a new GM original equipment wheel.

Tire Chains

NOTICE:

Use tire chains only where legal and only when you must. Use only SAE Class "S" type chains that are the proper size for your tires. Install them on the rear tires and tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer's instructions. If you can hear the chains contacting your vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage your vehicle.

Appearance Care

Remember, cleaning products can be hazardous. Some are toxic. Others can burst into flame if you strike a match or get them on a hot part of the vehicle. Some are dangerous if you breathe their fumes in a closed space. When you use anything from a container to clean your Buick, be sure to follow the manufacturer's warnings and instructions. And always open your doors or windows when you're cleaning the inside.

Never use these to clean your vehicle:

- Gasoline
- Benzene
- Naphtha
- Carbon Tetrachloride
- Acetone
- Paint Thinner
- Turpentine
- Lacquer Thinner
- Nail Polish Remover

They can all be hazardous -- some more than others -- and they can all damage your vehicle, too.

Don't use any of these unless this manual says you can. In many uses, these will damage your vehicle:

- Alcohol
- Laundry Soap
- Bleach
- Reducing Agents

Cleaning the Inside of Your Buick

Use a vacuum cleaner often to get rid of dust and loose dirt. Wipe vinyl or leather with a clean, damp cloth.

Your Buick dealer has two GM cleaners, a solvent-type spot lifter and a foam-type powdered cleaner. They will clean normal spots and stains very well. Do not use them on vinyl or leather.

Here are some cleaning tips:

- Always read the instructions on the cleaner label.
- Clean up stains as soon as you can -- before they set.
- Use a clean cloth or sponge, and change to a clean area often. A soft brush may be used if stains are stubborn.
- Use solvent-type cleaners in a well-ventilated area only. If you use them, don't saturate the stained area.
- If a ring forms after spot cleaning, clean the entire area immediately or it will set.

Using Foam-Type Cleaner on Fabric

- Vacuum and brush the area to remove any loose dirt.
- Always clean a whole trim panel or section. Mask surrounding trim along stitch or welt lines.
- Mix Multi-Purpose Powdered Cleaner following the directions on the container label.
- Use suds only and apply with a clean sponge.
- Don't saturate the material.
- Don't rub it roughly.
- As soon as you've cleaned the section, use a sponge to remove the suds.
- Rinse the section with a clean, wet sponge.
- Wipe off what's left with a slightly damp paper towel or cloth.
- Then dry it immediately with a blow dryer or a heat lamp.

NOTICE:

Be careful. A blow dryer may scorch the fabric.

- Wipe with a clean cloth.

Using Solvent-Type Cleaner on Fabric

First, see if you have to use solvent-type cleaner at all. Some spots and stains will clean off better with just water and mild soap.

If you need to use a solvent:

- Gently scrape excess soil from the trim material with a clean, dull knife or scraper. Use very little cleaner, light pressure and clean cloths (preferably cheesecloth). Cleaning should start at the outside of the stain, "feathering" toward the center. Keep changing to a clean section of the cloth.
- When you clean a stain from fabric, immediately dry the area with a blow dryer to help prevent a cleaning ring. (See the previous NOTICE.)

Special Cleaning Problems

Greasy or Oily Stains

Stains caused by grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalt can be removed as follows:

- Carefully scrape off excess stain.
- Follow the solvent-type instructions described earlier.
- Shoe polish, wax crayon, tar and asphalt will stain if left on a vehicle seat fabric. They should be removed as soon as possible. Be careful, because the cleaner will dissolve them and may cause them to spread.

Non-Greasy Stains

Stains caused by catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit, urine and blood can be removed as follows:

- Carefully scrape off excess stain, then sponge the soiled area with cool water.
- If a stain remains, follow the foam-type instructions described earlier.

- If an odor lingers after cleaning vomit or urine, treat the area with a water/baking soda solution: 1 teaspoon (5 ml) of baking soda to 1 cup (250 ml) of lukewarm water.
- If needed, clean lightly with solvent-type cleaner.

Combination Stains

Stains caused by candy, ice cream, mayonnaise, chili sauce and unknown stains can be removed as follows:

- Carefully scrape off excess stain, then clean with cool water and allow to dry.
- If a stain remains, clean it with solvent-type cleaner.

Cleaning Vinyl

Use warm water and a clean cloth.

- Rub with a clean, damp cloth to remove dirt. You may have to do it more than once.
- Things like tar, asphalt and shoe polish will stain if you don't get them off quickly. Use a clean cloth and a solvent-type vinyl cleaner.

Cleaning Leather

Use a soft cloth with lukewarm water and a mild soap or saddle soap.

- For stubborn stains, use a mild solution of 10% isopropyl alcohol (rubbing alcohol) and 90% water.
- *Never* use oils, varnishes, solvent-based or abrasive cleaners, furniture polish or shoe polish on leather.
- Soiled leather should be cleaned immediately. If dirt is allowed to work into finish, it can harm the leather.

Cleaning the Top of the Instrument Panel

Use only mild soap and water to clean the top surfaces of the instrument panel. Sprays containing silicones or waxes may cause annoying reflections in the windshield and even make it difficult to see through the windshield under certain conditions.

Care of Safety Belts

Keep belts clean and dry.

> **⚠ CAUTION:**
>
> **Do not bleach or dye safety belts. If you do, it may severely weaken them. In a crash they might not be able to provide adequate protection. Clean safety belts only with mild soap and lukewarm water.**

Glass

Glass should be cleaned often. GM Glass Cleaner (GM Part No. 1050427) or a liquid household glass cleaner will remove normal tobacco smoke and dust films.

Don't use abrasive cleaners on glass, because they may cause scratches. Avoid placing decals on the inside rear window, since they may have to be scraped off later. If abrasive cleaners are used on the inside of the rear window, an electric defogger element may be damaged. Any temporary license should not be attached across the defogger grid.

Cleaning the Outside of the Windshield, Backglass and Wiper Blades

If the windshield is not clear after using the windshield washer, or if the wiper blade chatters when running, wax or other material may be on the blade or windshield.

Clean the outside of the windshield with GM Windshield Cleaner, Bon-Ami Powder® (GM Part No. 1050011). The windshield is clean if beads do not form when you rinse it with water.

Clean the blade by wiping vigorously with a cloth soaked in full strength windshield washer solvent. Then rinse the blade with water.

Wiper blades should be checked on a regular basis and replaced when worn.

Weatherstrips

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth at least every six months. During very cold, damp weather more frequent application may be required. (See "Recommended Fluids and Lubricants" in the Index.)

Cleaning the Outside of Your Buick

The paint finish on your vehicle provides beauty, depth of color, gloss retention and durability.

Washing Your Vehicle

The best way to preserve your vehicle's finish is to keep it clean by washing it often with lukewarm or cold water.

Don't wash your vehicle in the direct rays of the sun. Don't use strong soaps or chemical detergents. Use liquid hand, dish or car washing (mild detergent) soaps. Don't use cleaning agents that are petroleum based, or that contain acid or abrasives. All cleaning agents should be flushed promptly and not allowed to dry on the surface, or they could stain. Dry the finish with a soft, clean chamois or a 100% cotton towel to avoid surface scratches and water spotting.

High pressure car washes may cause water to enter your vehicle.

Finish Care

Occasional waxing or mild polishing of your Buick by hand may be necessary to remove residue from the paint finish. You can get GM approved cleaning products from your dealer. (See "Appearance Care and Materials" in the Index.)

Your Buick has a "basecoat/clearcoat" paint finish. The clearcoat gives more depth and gloss to the colored basecoat. Always use waxes and polishes that are non-abrasive and made for a basecoat/clearcoat paint finish.

NOTICE:

Machine compounding or aggressive polishing on a basecoat/clearcoat paint finish may dull the finish or leave swirl marks.

Foreign materials such as calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, etc. can damage your vehicle's finish if they remain on painted surfaces. Wash the vehicle as soon as possible. If necessary, use non-abrasive cleaners that are marked safe for painted surfaces to remove foreign matter.

Exterior painted surfaces are subject to aging, weather and chemical fallout that can take their toll over a period of years. You can help to keep the paint finish looking new by keeping your Buick garaged or covered whenever possible.

Aluminum Wheels (If So Equipped)

Your aluminum wheels have a protective coating similar to the painted surface of your vehicle. Don't use strong soaps, chemicals, chrome polish, abrasive cleaners or abrasive cleaning brushes on them because you could damage this coating. After rinsing thoroughly, a wax may be applied.

NOTICE:

If you have aluminum wheels, don't use an automatic car wash that has hard silicon carbide cleaning brushes. These brushes can take the protective coating off your aluminum wheels.

Tires

To clean your tires, use a stiff brush with a tire cleaner.

When applying a tire dressing always take care to wipe off any overspray or splash from painted surfaces. Petroleum-based products may damage the paint finish.

Sheet Metal Damage

If your vehicle is damaged and requires sheet metal repair or replacement, make sure the body repair shop applies anti-corrosion material to the parts repaired or replaced to restore corrosion protection.

Finish Damage

Any stone chips, fractures or deep scratches in the finish should be repaired right away. Bare metal will corrode quickly and may develop into a major repair expense.

Minor chips and scratches can be repaired with touch-up materials available from your dealer or other service outlets. Larger areas of finish damage can be corrected in your dealer's body and paint shop.

Underbody Maintenance

Chemicals used for ice and snow removal and dust control can collect on the underbody. If these are not removed, accelerated corrosion (rust) can occur on the underbody parts such as fuel lines, frame, floor pan, and exhaust system even though they have corrosion protection.

At least every spring, flush these materials from the underbody with plain water. Clean any areas where mud and other debris can collect. Dirt packed in closed areas of the frame should be loosened before being flushed. Your dealer or an underbody vehicle washing system can do this for you.

Chemical Paint Spotting

Some weather and atmospheric conditions can create a chemical fallout. Airborne pollutants can fall upon and attack painted surfaces on your vehicle. This damage can take two forms: blotchy, ringlet-shaped discolorations, and small irregular dark spots etched into the paint surface.

Although no defect in the paint job causes this, Buick will repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles (20 000 km) of purchase, whichever comes first.

Appearance Care and Maintenance Materials

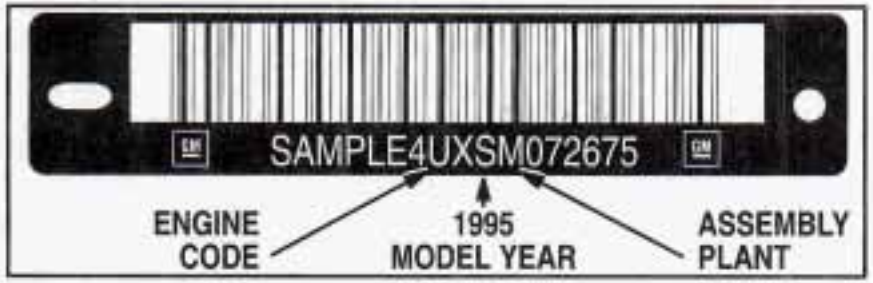
You can get these from your GM Parts Department.

PART NUMBER	SIZE	DESCRIPTION	USAGE
12345343	16 oz. (0.473L)	Goodwrench® Liquid Wax	Exterior polish
1052277	12 oz. (0.354L)	Spray-A-Squeak Silicone Grease	Weatherstrips, Stops squeaks
1052863	1 oz. (0.028kg)		
1050172	16 oz. (0.473L)	Tar and Road Oil Remover	Also removes old waxes, polishes
1050173	16 oz. (0.473L)	Chrome Cleaner and Polish	Removes rust and corrosion
1050174	16 oz. (0.473L)	White Sidewall Tire Cleaner	Cleans white and black tires
1050214	32 oz. (0.946L)	Vinyl/Leather Cleaner	Spot and stain removal
1050244	16 oz. (0.473L)	Fabric Cleaner	Spot and stain removal
1050427	23 oz. (0.680L)	Glass Cleaner	Also spot cleans vinyls
1050429	6 lbs. (2.72kg)	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth, also, tires and mats
1052349	12 oz. (0.340kg)	Lubriplate (White Grease)	For hood, trunk, door hinges and latches
1051055	16 oz. (0.473L)	Preservatone	Vinyl top dressing
1051398*	6 oz. (0.237L)	Spot Lifter	For cloth
1051515	32 oz. (0.946L)	Washer Solvent	Windshield-washing system
1052870	16 oz. (0.473L)	Wash-Wax (conc.)	Exterior wash

*** Not recommended for pigskin suede leather.**

See your General Motors Parts Departments for these products.
See your Maintenance Schedule for other products.

Vehicle Identification Number (VIN)



This is the legal identifier for your Buick. It appears on a plate in the front corner of the instrument panel, on the driver's side. You can see it if you look through the windshield from outside your vehicle. The VIN also appears on the Vehicle Certification and Service Parts labels and the certificates of title and registration.

Engine Identification

The eighth character in your VIN is the engine code. This code will help you identify your engine, specifications, and replacement parts.

Service Parts Identification Label

You'll find this label on the rear compartment storage lid in the wagon. On the sedan, the label is located on the trunk lid. It's very helpful if you ever need to order parts. On this label is:

- your VIN,
- the model designation,
- paint information, and
- a list of all production options and special equipment.

Be sure that this label is not removed from the vehicle.

Add-On Electrical Equipment

NOTICE:

Don't add anything electrical to your Buick unless you check with your dealer first. Some electrical equipment can damage your vehicle and the damage wouldn't be covered by your warranty. Some add-on electrical equipment can keep other components from working as they should.

Your vehicle has an air bag system. Before attempting to add anything electrical to your Buick, see "Servicing Your Air Bag-Equipped Buick" in the Index.

Fuses and Circuit Breakers

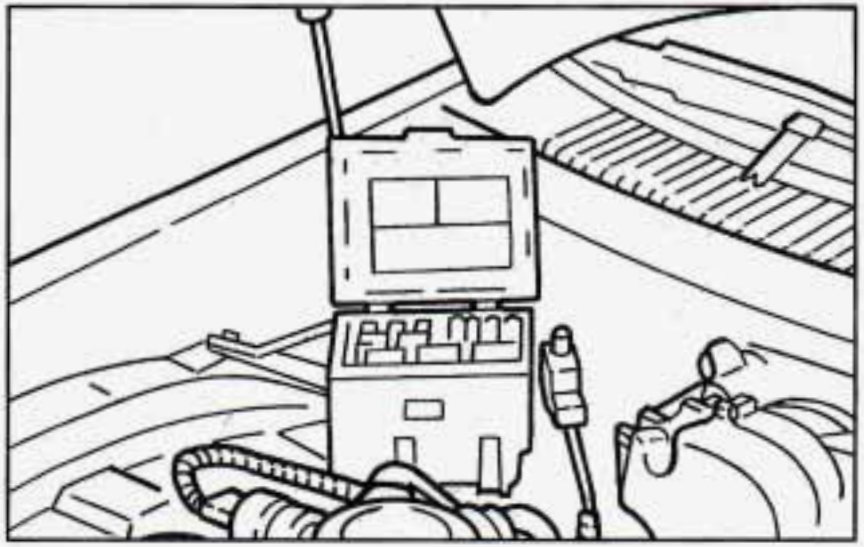
The wiring circuits in your vehicle are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the chance of fires caused by electrical problems.

There are two fuse blocks in your vehicle. One is at the end of the instrument panel on the driver's side.



The cover will pull right off. To put the cover back on make sure the tabs are inserted first.

The other is in the engine compartment. Open the cover on either of the boxes to expose the fuses.



Look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. Be sure you replace a bad fuse with a new one of the correct size and rating.

Be sure to use the correct fuse if you need to replace one. If you ever have a problem on the road and don't have a spare fuse, you can "borrow" one of the exactly the same value. Just pick some feature of your vehicle that you can get along without -- like the radio or cigarette lighter -- and use its fuse, if it is of the value you need. Replace it as soon as you can.

Headlamps

The headlamp wiring is protected by a circuit breaker in the lamp switch. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this happens, have your headlamp wiring checked right away.

Windshield Wipers

The windshield wiper motor is protected by a circuit breaker and a fuse. If the motor overheats due to heavy snow, etc., the wiper will stop until the motor cools. If the overload is caused by some electrical problem and not snow, etc., be sure to get it fixed.

Power Windows and Other Power Options

Circuit breakers in the fuse panel protect the power windows and other power accessories. When the current load is too heavy, the circuit breaker opens and closes, protecting the circuit until the problem is fixed or goes away.

Lumbar Power Seat Controls

If you have the lumbar controls for the power seat, there is a fuse under each seat wrapped in tape. Should your seat not work, this fuse should be checked.



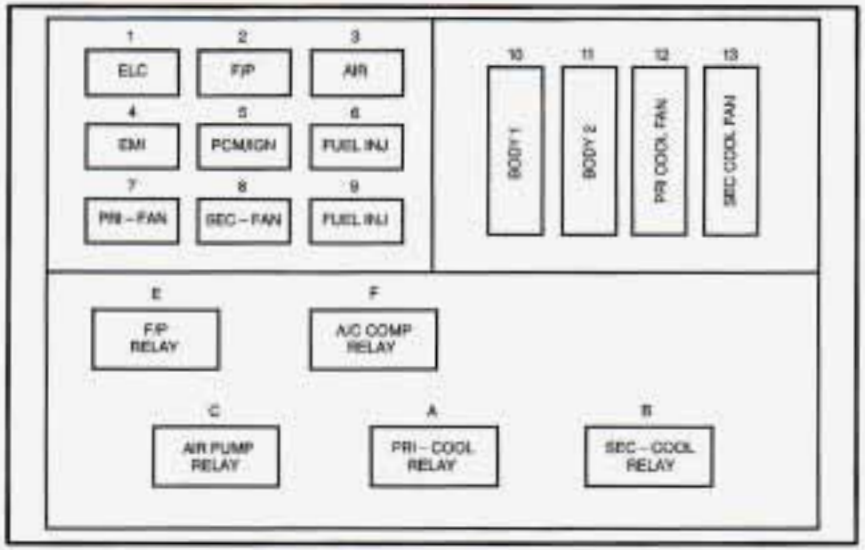
Instrument Panel Fuse Block

Fuse	Usage
7	Not Used
8	Rear Window Wiper
9	Radio
10	Windshield Wiper/Washer Switch
11	Rear Defog Relay, Inflatable Restraint Diagnostic Energy Reserve (with Sensor) Module, Headlamp Switch, I/P Cluster, Rear Defog Switch
12	Turn Signal Lamp Flasher, Backup Lamp/Transmission Position Sensor (PNP) Switch, Shift Interlock (BTSI)
13	Inside Rearview Mirror, Warning Alarm, Cruise Control Release Switch, Headlamp Auto Control Module, Daytime Running Lamp Control Module, Remote Control Door Lock Receiver, Automatic Level Control Sensor
14	Theft Deterrent Module
15	Inflatable Restraint Diagnostic Energy Reserve (with Sensor) Module
16	Cruise Control Module, Cruise Control Switch, Cruise Control Release Switch
17	Heater-A/C Control, Low Blower Module Relay
18	Power Steering Control Module, Heated Seats Control
20	Electric Actuator, Vacuum Electric Solenoid, Heater-A/C Control, Instrument Cluster, Daytime Running Lamps
21	Not Used
22	Not Used
24	Inflatable Restraint Diagnostic Energy Reserve (with Sensor) Module, Theft Deterrent Relay
26	Not Used

Fuse	Usage
27	Auto Level Control Sensor, Rear Compartment Courtesy Lamp, Mercury Switch
28	Cigar Lighter
29	Remote Control Door Lock Receiver, Liftgate Wiper Latch Switch, Rear Glass Release Switch, Rear Compartment Lid Release Switch, Rear Glass Release Relay, Rear Compartment Release Relay
30	Radio
31	Headlamp Switch, Headlamp Auto Control Module, Daytime Running Lamps Control Module
32	Horn Relay
33	Warning Alarm, I/P Compartment Lamp Switch, I/P Compartment Lamp, I/P Cluster, Heater and A/C Control
34	Theft Deterrent Module
35	Courtesy Lamp Relay, Front Door Lock Switches, Front Door Courtesy Lamps, Rear Door Courtesy Lamps, Outside Remote Control Rearview Mirror Switch, Inside Rearview Mirror, Sunshade Illuminated Mirrors, I/P Door Lamps, Roof Rail Courtesy Lamps
36	Rear Window Wiper Motor, Rear Compartment Lid Pulldown Actuator

Fuse	Usage
37	Stoplamp Switch, Hazard Lamp Flasher
38	Blower Motor Control Module
39	Power Door Lock Relay
40	Heated Seat Controls
41	Turn Signal Switch, Sidemarker Lamps, Turn/Park Lamps
42	Heater and A/C Control, Headlamp Switch, Instrument Cluster, Radio
43	Opera Lamps, License Lamp, Marker Lamps, Inboard Taillamps, Outboard Tail/Turn Stoplamps, Inboard Tail/Turn Stoplamps
44	Heated Power Mirrors
45	Not Used

Circuit Breaker	Usage
1	Power Antenna Relay, Power Seats
2	Master Power Window Switch, Power Window Lockout Switch, Power Window Control Module
3	Driver's and Passenger's Power Seat Switches, LH and RH Recline Switches, LH and RH Lumbar Switches
4	Rear Window Defog Switch, Rear Window Defog Relay



Fuse	Usage
4	Mass Air Flow Sensor, Secondary Air Pump Relay, EGR Solenoid, Evaporative Emission Solenoid, Oxygen Sensors, Automatic Transmission
5	PCM, Ignition Coil, Electronic Brake Control Module
6	Fuel Injector Cylinders One, Four, Six, Seven
7	Primary Cooling Fan, A/C Compressor Relay
8	Generator, Secondary Cooling Fan
9	Fuel Injector Cylinders Two, Three, Five, Eight

Underhood Electrical Center

Fuse	Usage
1	Auto Level Control Air Compressor
2	Fuel Pump Relay, Fuel Pump Switch and Engine Oil Pressure Sensor, PCM
3	Secondary Air Pump Relay, Underhood Lamp

Relays

A	Primary Cooling Fan
B	Secondary Cooling Fan
C	Air Pump
E	Fuel Pump
F	Air Conditioning Compressor

Replacement Bulbs

Exterior Front

Application	Number
Cornering	2057
Headlamp	9004
Park/Turn	2057NA
Sidemarker	194
Underhood	561

Exterior Rear

Application	Number
Backup	2057
High-Mounted Stop	
Sedan	1141
Wagon	577
License	168
Sidemarker (Wagon)	194
Tail (Sedan)	194
Tail/Stop/Turn	2057NA

Interior

Application	Number
Ashtray	194
Courtesy	168
Glove Box	194
Instrument Panel	194
Luggage Compartment	920
Reading	192
Rear Body Pillar Assist Handle	194
Roof Rail Courtesy	192

Capacities and Specifications

Engine Code P (LT1) V8 MFI (5.7L)

Belt Tensions

Automatically controlled by a self-tensioning idler pulley. Tension adjustments should never be necessary.

Replacement Parts

Air Cleaner	AC 1096C
Fuel Filter	GF624K
Oil Filter	PF52
PCV Valve	CV895C
Spark Plug	AC 906, (0.050 inch Gap)

Capacities (Approximate)

Air Conditioning (R-134a)	1.75 pounds (0.97 kg)

Not all air conditioning refrigerants are the same. If the air conditioning system in your vehicle needs refrigerant, be sure the proper refrigerant is used. If you're not sure, ask your Buick dealer. For additional information, see your "Warranty and Owner Assistance Information" booklet.

Automatic Transmission	
Drain and Refill	10.0 pints (4.7 L)
Overhaul	22.4 pints (10.6 L)
Cooling System	
Without Heavy Duty Radiator	14.3 quarts (13.5 L)
With Heavy Duty Radiator	14.6 quarts (13.8 L)
Crankcase (with Filter)	5.0 quarts (4.7 L)
Fuel Tank	
Sedan	23 gallons (87 L)
Wagon	21 gallons (79 L)
Rear Axle Lubricant	4.3 pints (2.0 L)

Estate Wagon Dimensions (Approximate)

Overall

Length	218 inches (5 537 mm)
Width	80 inches (2 032 mm)
Height	60 inches (1 524 mm)
Wheelbase	116 inches (2 946 mm)
Front Tread	62 inches (1 575 mm)
Rear Tread	64 inches (1 626 mm)

Interior Front

Leg Room	42 inches (1 067 mm)
Head Room	40 inches (1 016 mm)
Shoulder Room	63 inches (1 600 mm)
Hip Room	57 inches (1 448 mm)

Interior Rear

Leg Room	38 inches (965 mm)
Head Room	40 inches (1 016 mm)
Shoulder Room	64 inches (1 626 mm)
Hip Room	57 inches (1 448 mm)

Cargo Capacity ..... 92 cubic feet (2.8 m^3)

Passengers

Front	3
Rear	3
Third Seat	2

Base Curb Weight ..... 4,572 pounds (2 076 kg)

Roadmaster Sedan Dimensions (Approximate)

Overall

Length ..... 216 inches (5 486 mm)
Width ..... 78 inches (1 981 mm)
Height ..... 56 inches (1 422 mm)
Wheelbase ..... 116 inches (2 946 mm)
Front Tread ..... 62 inches (1 575 mm)
Rear Tread ..... 61 inches (1 549 mm)

Interior Front

Leg Room ..... 42 inches (1 067 mm)
Head Room ..... 39 inches (991 mm)
Shoulder Room ..... 63 inches (1 600 mm)
Hip Room ..... 56 inches (1 422 mm)

Interior Rear

Leg Room ..... 40 inches (1 016 mm)
Head Room ..... 39 inches (991 mm)
Shoulder Room ..... 63 inches (1 600 mm)
Hip Room ..... 63 inches (1 600 mm)

Cargo Capacity ..... 21 cubic feet (0.6 m^3)

Passengers

Front 3
Rear 3

Base Curb Weight ..... 4,191 pounds (1 903 kg)

IMPORTANT:
KEEP ENGINE OIL AT THE PROPER LEVEL AND CHANGE AS RECOMMENDED

This section covers the maintenance required for your Buick. Your vehicle needs these services to retain its safety, dependability and emission control performance.

GM Protection Plan

Have you purchased the GM Protection Plan? The Plan supplements your new vehicle warranties. See your Buick dealer for details.

Introduction

Your Vehicle and the Environment

Proper vehicle maintenance not only helps to keep your vehicle in good working condition, but also helps the environment. All recommended maintenance procedures are important. Improper vehicle maintenance or the removal of important components can significantly affect the quality of the air we breathe. Improper fluid levels or even the wrong tire inflation can increase the level of emissions from your vehicle. To help protect our environment, and to help keep your vehicle in good condition, please maintain your vehicle properly.

How This Section is Organized

The remainder of this section is divided into five parts:

"Part A: Scheduled Maintenance Services" shows what to have done and how often. Some of these services can be complex, so unless you are technically qualified and have the necessary equipment, you should let your dealer's service department or another qualified service center do these jobs.

> **⚠ CAUTION:**
>
> **Performing maintenance work on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Do your own maintenance work only if you have the required know-how and the proper tools and equipment for the job. If you have any doubt, have a qualified technician do the work.**

If you are skilled enough to do some work on your vehicle, you will probably want to get the service information GM publishes. You will find a list of publications and how to get them in this manual. See "Service Publications" in the Index.

"Part B: Owner Checks and Services" tells you what should be checked whenever you stop for fuel. It also explains what you can easily do to help keep your vehicle in good condition.

"Part C: Periodic Maintenance Inspections" explains important inspections that your Buick dealer's service department or another qualified service center should perform.

"Part D: Recommended Fluids and Lubricants" lists some products GM recommends to help keep your vehicle properly maintained. These products, or their equivalents, should be used whether you do the work yourself or have it done.

"Part E: Maintenance Record" provides a place for you to record the maintenance performed on your vehicle. Whenever any maintenance is performed, be sure to write it down in this part. This will help you determine when your next maintenance should be done. In addition, it is a good idea to keep your maintenance receipts. They may be needed to qualify your vehicle for warranty repairs.

Part A: Scheduled Maintenance Services

Using Your Maintenance Schedule

We at General Motors want to help you keep your vehicle in good working condition. But we don't know exactly how you'll drive it. You may drive very short distances only a few times a week. Or you may drive long distances all the time in very hot, dusty weather. You may use your vehicle in making deliveries. Or you may drive it to work, to do errands or in many other ways.

Because of all the different ways people use their GM vehicles, maintenance needs vary. You may even need more frequent checks and replacements than you'll find in the schedules in this section. So please read this section and note how you drive. If you have any questions on how to keep your vehicle in good condition, see your Buick dealer.

This part tells you the maintenance services you should have done and when you should schedule them. If you go to your dealer for your service needs, you'll know that GM-trained and supported service people will perform the work using genuine GM parts.

The proper fluids and lubricants to use are listed in Part D. Make sure whoever services your vehicle uses these. All parts should be replaced and all necessary repairs done before you or anyone else drives the vehicle.

These schedules are for vehicles that:

- carry passengers and cargo within recommended limits. You will find these limits on your vehicle's Tire-Loading Information label. See "Loading Your Vehicle" in the Index.
- are driven on reasonable road surfaces within legal driving limits.
- use the recommended unleaded fuel. See "Fuel" in the Index.

Selecting the Right Schedule

First you'll need to decide which of the two schedules is right for your vehicle. Here's how to decide which schedule to follow:

Maintenance Schedule

Schedule I Definition

Follow Maintenance Schedule I if any one of these is true for your vehicle:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- Most trips are through dusty areas.
- You frequently tow a trailer or use a carrier on top of your vehicle.

Schedule I should also be followed if the vehicle is used for delivery service, police, taxi, or other commercial application.

Schedule I Intervals

Every 3,000 Miles (5 000 km) or 3 Months
Engine Oil and Filter Change
Every 6,000 Miles (10 000 km) or 6 months
Chassis Lubrication
At 6,000 Miles (10 000 km) - Then Every 12,000 Miles (25 000 km)
Tire Rotation
Every 7,500 Miles (12 500 km)
Rear Axle Fluid Change (Vehicles Towing Trailers)
At 7,500 Miles (12 500 km)
Rear Axle Fluid Change (Limited-Slip Differential)
Every 15,000 Miles (25 000 km)
Air Cleaner Filter Inspection, if driving in dusty conditions
Front Wheel Bearing Repack (or at each brake relining)
Every 30,000 Miles (50 000 km)
Air Cleaner Filter Replacement
Spark Plug Wire Inspection
Fuel Tank, Cap and Lines Inspection
Engine Accessory Drive Belt Inspection (or every 24 months)
Cooling System Service (or every 24 months)
Every 50,000 Miles (83 000 km)
Automatic Transmission Service (Severe Conditions)
Every 100,000 Miles (166 000 km)
Spark Plug Replacement

Maintenance Schedule

Schedule II Definition

Follow Schedule II *only* if none of the conditions from Schedule I is true.

Schedule II Intervals

Every 7,500 Miles (12 500 km)
- Engine Oil and Filter Change (or every 12 months)
- Chassis Lubrication (or every 12 months)
- Rear Axle Fluid Change (Vehicles Towing Trailers)

At 7,500 Miles (12 500 km)
- Rear Axle Fluid Change (Limited-Slip Differential)

At 7,500 Miles (12 500 km) - Then Every 15,000 Miles (25 000 km)
- Tire Rotation

Every 30,000 Miles (50 000 km)
- Front Wheel Bearing Repack (or at each brake relining)
- Engine Accessory Drive Belt Inspection (or every 24 months)
- Cooling System Service (or every 24 months)
- Spark Plug Wire Inspection
- Air Cleaner Filter Replacement
- Fuel Tank, Cap and Lines Inspection

Every 50,000 Miles (83 000 km)
- Automatic Transmission Service (Severe Conditions)

Every 100,000 Miles (166 000 km)
- Spark Plug Replacement

Maintenance Schedule I

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

Footnotes

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

* Your vehicle has an Engine Oil Life Monitor. This monitor will show you when to change the oil -- usually between 3,000 miles (5 000 km) and 7,500 miles (12 500 km) since your last oil change. Under severe conditions the indicator may come on before 3,000 miles (5 000 km). Never drive your vehicle more than 7,500 miles (12 500 km) or 12 months without an oil change.

The system won't detect dust in the oil. So if you drive in a dusty area be sure to change your oil every 3,000 miles (5 000 km) or sooner if the CHANGE OIL light comes on. Remember to reset the Oil Life Monitor when the oil has been changed. For more information, see "Engine Oil Life Monitor" in the Index.

Maintenance Schedule I

3,000 Miles (5 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

6,000 Miles (10 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

7,500 Miles (12 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer or has limited-slip differential.

DATE	ACTUAL MILEAGE	SERVICED BY:

9,000 Miles (15 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

12,000 Miles (20 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

15,000 Miles (25 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

18,000 Miles (30 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

21,000 Miles (35 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

22,500 Miles (37 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

24,000 Miles (40 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

27,000 Miles (45 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

30,000 Miles (50 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*

☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for

(Continued)

Maintenance Schedule I

30,000 Miles (50 000 km) (Continued)

what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*

☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).

☐ Inspect spark plug wires. *An Emission Control Service.†*

☐ Replace air cleaner filter. Replace filter more often under dusty conditions. *An Emission Control Service.*

☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.†*

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

33,000 Miles (55 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

36,000 Miles (60 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

37,500 Miles (62 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

39,000 Miles (65 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

42,000 Miles (70 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

45,000 Miles (75 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

48,000 Miles (80 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

50,000 Miles (83 000 km)

☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90° F (32° C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

51,000 Miles (85 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

52,500 Miles (87 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

54,000 Miles (90 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

57,000 Miles (95 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

60,000 Miles (100 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.
- ☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*
- ☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*
- ☐ Inspect spark plug wires. *An Emission Control Service.†*
- ☐ Replace air cleaner filter. Replace filter more often under dusty conditions. *An Emission Control Service.*
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.†*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

63,000 Miles (105 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

66,000 Miles (110 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

67,500 Miles (112 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

69,000 Miles (115 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

72,000 Miles (120 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, uhderbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.
- ☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

78,000 Miles (130 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

81,000 Miles (135 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

82,500 Miles (137 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

84,000 Miles (140 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

87,000 Miles (145 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

90,000 Miles (150 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*

(Continued)

Maintenance Schedule I

90,000 Miles (150 000 km) (Continued)

- ☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*
- ☐ Inspect spark plug wires. *An Emission Control Service.*†
- ☐ Replace air cleaner filter. Replace filter more often under dusty conditions. *An Emission Control Service.*
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.*†
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

93,000 Miles (155 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

96,000 Miles (160 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 6 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

97,500 Miles (162 500 km)

☐ Change the rear axle gear lubricant if vehicle is used to pull a trailer.

DATE	ACTUAL MILEAGE	SERVICED BY:

99,000 Miles (165 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
*An Emission Control Service.**

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

100,000 Miles (166 000 km)

☐ Replace spark plugs. *An Emission Control Service.*

☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90° F (32° C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

Footnotes

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

* Your vehicle has an Engine Oil Life Monitor. This monitor will show you when to change the oil -- usually between 3,000 miles (5 000 km) and 7,500 miles (12 500 km) since your last oil change. Under severe conditions, the indicator may come on before 3,000 miles (5 000 km). Never drive your vehicle more then 7,500 miles (12 500 km) or 12 months without an oil change.

The system won't detect dust in the oil. So if you drive in a dusty area, be sure to change your oil every 3,000 miles (5 000 km) or sooner if the CHANGE OIL light comes on. Remember to reset the Oil Life Monitor when the oil has been changed. For more information, see "Engine Oil Life Monitor" in the Index.

Maintenance Schedule II

7,500 Miles (12 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Change the rear axle gear lubricant if vehicle has limited-slip differential.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

15,000 Miles (25 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

22,500 Miles (37 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

30,000 Miles (50 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*
- ☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator,

(Continued)

Maintenance Schedule II

30,000 Miles (50 000 km) (Continued)

condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*

- ☐ Inspect spark plug wires. *An Emission Control Service.*†
- ☐ Replace air cleaner filter. *An Emission Control Service.*
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.*†

DATE	ACTUAL MILEAGE	SERVICED BY:

37,500 Miles (62 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

45,000 Miles (75 000 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**

☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

50,000 Miles (83 000 km)

☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90° F (32° C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

52,500 Miles (87 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

60,000 Miles (100 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*
- ☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator,

(Continued)

60,000 Miles (100 000 km) (Continued)

condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*

- ☐ Inspect spark plug wires. *An Emission Control Service.*†
- ☐ Replace air cleaner filter. *An Emission Control Service.*
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.*†

DATE	ACTUAL MILEAGE	SERVICED BY:

67,500 Miles (112 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).

DATE	ACTUAL MILEAGE	SERVICED BY:

82,500 Miles (137 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

90,000 Miles (150 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Inspect engine accessory drive belt (or every 24 months, whichever occurs first). *An Emission Control Service.*
- ☐ Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*
- ☐ Replace spark plugs. *An Emission Control Service.*
- ☐ Inspect spark plug wires. *An Emission Control Service.†*
- ☐ Replace air cleaner filter. *An Emission Control Service.*
- ☐ Inspect fuel tank, cap and lines. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service.†*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

97,500 Miles (162 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first). *An Emission Control Service.**
- ☐ Lubricate the suspension, steering linkage, transmission shift linkage, parking brake cable guides, underbody contact points and linkage (or every 12 months, whichever occurs first).
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

100,000 Miles (166 000 km)

- ☐ Replace spark plugs. *An Emission Control Service.*
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
  - In heavy city traffic where the outside temperature regularly reaches 90° F (32° C) or higher.
  - In hilly or mountainous terrain.
  - When doing frequent trailer towing.
  - Uses such as found in taxi, police or delivery service.

  If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

Part B: Owner Checks and Services

Listed below are owner checks and services which should be performed at the intervals specified to help ensure the safety, dependability and emission control performance of your vehicle.

Be sure any necessary repairs are completed at once. Whenever any fluids or lubricants are added to your vehicle, make sure they are the proper ones, as shown in Part D.

At Each Fuel Fill

It is important for you or a service station attendant to perform these underhood checks at each fuel fill.

Engine Oil Level

Check the engine oil level and add the proper oil if necessary. See "Engine Oil" in the Index for further details.

Engine Coolant Level

Check the engine coolant level and add the proper coolant mix if necessary. See "Coolant" in the Index for further details.

Windshield Washer Fluid Level

Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary. See "Windshield Washer Fluid" in the Index for further details.

At Least Once a Month

Tire Inflation

Check tire inflation. Make sure tires are inflated to the pressures specified on the Tire-Loading Information label located on the rear edge of the driver's door. See "Tires" in the Index for further details.

Cassette Deck

Clean cassette deck. Cleaning should be done every 50 hours of tape play. See "Audio Systems" in the Index for further details.

Power Antenna

Clean power antenna mast. See "Audio Systems" in the Index for further details.

At Least Once a Year

Key Lock Cylinders

Lubricate the key lock cylinders with the lubricant specified in Part D.

Body Lubrication

Lubricate all hinges and latches, including those for the body doors, hood, glove box door and console door. Part D tells you what to use. More frequent lubrication may be required when exposed to a corrosive environment.

Starter Switch

⚠ CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle.
2. Firmly apply both the parking brake (see "Parking Brake" in the Index if necessary) and the regular brake.

   NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.
3. Try to start the engine in each gear. The starter should work only in PARK (P) or NEUTRAL (N). If the starter works in any other position, your vehicle needs service.

Brake-Transmission Shift Interlock -- BTSI

⚠ CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle. It should be parked on a level surface.
2. Firmly apply the parking brake (see "Parking Brake" in the Index if necessary).

   NOTE: Be ready to apply the regular brake immediately if the vehicle begins to move.
3. With the engine off, turn the key to the RUN position, but don't start the engine. Without applying the regular brake, try to move the shift lever out of PARK (P) with normal effort. If the shift lever moves out of PARK (P), your vehicle's BTSI needs service.

Steering Column Lock

While parked, and with the parking brake set, try to turn the key to LOCK in each shift lever position.

- The key should turn to LOCK only when the shift lever is in PARK (P).
- The key should come out only in LOCK.

Parking Brake and Automatic Transmission PARK (P) Mechanism Check

> **⚠ CAUTION:**
>
> **When you are doing this check, your vehicle could begin to move. You or others could be injured and property could be damaged. Make sure there is room in front of your vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move.**

Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.

- To check the parking brake: With the engine running and transmission in NEUTRAL (N), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.
- To check the PARK (P) mechanism's holding ability: Shift to PARK (P). Then release all brakes.

Underbody Flushing

At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect.

Part C: Periodic Maintenance Inspections

Listed below are inspections and services which should be performed at least twice a year (for instance, each spring and fall). You should let your GM dealer's service department or other qualified service center do these jobs. Make sure any necessary repairs are completed at once.

Restraint Systems

Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any loose parts or damage. If you see anything that might keep a restraint system from doing its job, have it repaired.

Steering and Suspension Inspection

Inspect the front and rear suspension and steering system for damaged, loose or missing parts, signs of wear, or lack of lubrication. Inspect the power steering lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc.

Exhaust System Inspection

Inspect the complete exhaust system. Inspect the body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections, or other conditions which could cause a heat build-up in the floor pan or could let exhaust fumes into the vehicle. See "Engine Exhaust" in the Index.

Throttle Linkage Inspection

Inspect the throttle linkage for interference or binding, and for damaged or missing parts. Replace parts as needed.

Rear Axle Service

Check the gear lubricant level in the rear axle and add if needed. See "Rear Axle" in the Index. A fluid loss may indicate a problem. Check the axle and repair it if needed.

Brake System Inspection

Inspect the complete system. Inspect brake lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Also inspect drum brake linings for wear and cracks. Inspect other brake parts, including drums, wheel cylinders, calipers, parking brake, etc. Check parking brake adjustment. You may need to have your brakes inspected more often if your driving habits or conditions result in frequent braking.

Part D: Recommended Fluids and Lubricants

NOTE: Fluids and lubricants identified below by name, part number or specification may be obtained from your GM dealer.

USAGE	FLUID/LUBRICANT
Engine Oil	Engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol of the proper viscosity. To determine the preferred viscosity for your vehicle's engine, see "Engine Oil" in the Index.
Engine Coolant	50/50 mixture of water (preferably distilled) and good quality ethylene glycol base antifreeze (GM Part No. 1052753 or equivalent) conforming to GM Specification 1825M or approved recycled coolant conforming to GM Specification 1825M.
Coolant Supplement	GM Part No. 3634621 or equivalent.
Hydraulic Brake System	Delco Supreme 11® Brake Fluid (GM Part No. 1052535 or equivalent DOT-3 brake fluid).
Parking Brake Guides	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Power Steering System	GM Hydraulic Power Steering Fluid (GM Part No. 1052884 or equivalent).
Automatic Transmission	DEXRON®-III Automatic Transmission Fluid.
Key Lock Cylinders	Lubricate with Multi-Purpose Lubricant (GM Part No. 12345120) or synthetic SAE 5W-30 engine oil.
Automatic Transmission Shift Linkage	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.

USAGE	FLUID/LUBRICANT
Chassis Lubrication	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Front Wheel Bearings	Wheel bearing lubricant meeting requirements of NLGI Grade 2, Category GC or GC-LB (GM Part No. 1051344 or equivalent).
Rear Axle (Standard Differential)	Axle Lubricant (GM Part No. 1052271) or SAE 80W-90 GL-5 Gear Lubricant.
Rear Axle (Limited-Slip Differential)	Axle Lubricant (GM Part No. 1052271) or SAE 80W-90 GL-5 Gear Lubricant, and Limited-Slip Differential Lubricant Additive (GM Part No. 1052358 or equivalent) where required. See "Rear Axle" in the Index.
Windshield Washer Solvent	GM Optikleen® Washer Solvent (GM Part No. 1051515) or equivalent.

USAGE	FLUID/LUBRICANT
Hood Latch Assembly, Pivots, Spring Anchor and Release Pawl	Grease, High Temperature -- Water Spray Resistant (GM Part No. 12345996 or equivalent).
Hood, Door, Tailgate and Rear Compartment Lid Hinges, Rear Folding Seat and Fuel Door Hinge	Engine oil or Lubriplate Lubricant (GM Part No. 1050109).
Weatherstrip Conditioning	Dielectric Silicone Grease (GM Part No. 12345579 or equivalent).

See "Specifications Chart" in the Index for recommended replacement filters, valves and spark plugs.

Part E: Maintenance Record

After the scheduled services are performed, record the date, odometer reading and who performed the service in the boxes provided after the maintenance interval.

Any additional information from "Owner Checks and Services" or "Periodic Maintenance" can be added on the following record pages. Also, you should retain all maintenance receipts. Your owner information portfolio is a convenient place to store them.

Maintenance Record			
DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

Section 8 Customer Assistance Information

Here you will find out how to contact Buick if you need assistance. This section also tells you how to obtain service publications and how to report any safety defects. This section includes information on: Customer Satisfaction Procedure, Customer Assistance for Hearing or Speech Impaired, BBB Auto Line – Alternative Dispute Resolution Program, Reporting Safety Defects, Roadside Assistance, and Service Publications.

Customer Satisfaction Procedure

Your satisfaction and goodwill are important to your dealer and Buick. Normally, any concern with the sales transaction or the operation of your vehicle will be resolved by your dealer's Sales or Service Departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your concern has not been resolved to your satisfaction, the following steps should be taken:

STEP ONE -- Discuss your concern with a member of dealership management. Normally, concerns can often be quickly resolved at that level. If the matter has already been reviewed with the Sales, Service, or Parts Manager, contact the owner of the dealership or the General Manager.

STEP TWO -- If after contacting a member of dealership management, it appears your concern cannot be resolved by the dealership without further help, contact the Buick Customer Assistance Center by calling 1-800-521-7300. In Canada, contact GM of Canada Customer Assistance Center in Oshawa by calling 1-800-263-3777 (English) or 1-800-263-7854 (French).

In Mexico, call (525) 254-3777. In Puerto Rico, call 1-800-496-9992 (English) or 1-800-496-9993 (Spanish). In the U.S. Virgin Islands, call 1-800-496-9994. In all other overseas locations, contact GM North American Export Sales in Canada by calling 1-905-644-4112.

For prompt assistance, please have the following information available to give the Customer Assistance Representative:

- Your name, address, home and business telephone numbers
- Vehicle Identification Number (This is available from the vehicle registration or title, or the plate at the left top of the instrument panel and visible through the windshield.)
- Dealership name and location
- Vehicle delivery date and present mileage
- Nature of concern

We encourage you to call the toll free number listed previously in order to give your inquiry prompt attention. However, if you wish to write Buick, write to:

Buick Motor Division
Customer Assistance Center
902 E. Hamilton Avenue
Flint, MI 48550.

Refer to your Warranty and Owner Assistance Information booklet for addresses of Canadian and GM Overseas offices.

When contacting Buick, please remember that your concern will likely be resolved in the dealership, using the dealership's facilities, equipment and personnel. That is why we suggest you follow Step One first if you have a concern.

Customer Assistance for the Hearing or Speech Impaired (TDD)

To assist customers who have hearing difficulties, Buick has installed special TDD (Telecommunication Devices for the Deaf) equipment at its Customer Assistance Center. Any hearing or speech impaired customer who has access to a TDD or a conventional teletypewriter (TTY) can communicate with Buick by dialing: 1-800-TD-BUICK. (TDD users in Canada can dial 1-800-263-3830.)

GM Participation in BBB AUTO LINE - Alternative Dispute Resolution Program*

*This program may not be available in all states, depending on state law. Canadian owners refer to your Warranty and Owner Assistance Information booklet. General Motors reserves the right to change eligibility limitations and/or to discontinue its participation in this program.

Both Buick and your Buick dealer are committed to making sure you are completely satisfied with your new vehicle. Our experience has shown that, if a situation arises where you feel your concern has not been adequately addressed, the Customer Satisfaction Procedure described earlier in this section is very successful.

There may be instances where an impartial third-party can assist in arriving at a solution to a disagreement regarding vehicle repairs or interpretation of the New Vehicle Limited Warranty. To assist in resolving these disagreements Buick voluntarily participates in BBB AUTO LINE.

BBB AUTO LINE is an out-of-court program administered by the Better Business Bureau system to settle disputes between customers and automobile manufacturers. This program is available free of charge to customers who currently own or lease a GM vehicle.

If you are not satisfied after following the Customer Satisfaction Procedure, you may contact the BBB using the toll-free telephone number, or write them at the following address:

BBB AUTO LINE
Council of Better Business Bureaus
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203

Telephone: 1-800-955-5100

To file a claim, you will be asked to provide your name and address, your Vehicle Identification Number (VIN), and a statement of the nature of your complaint. Eligibility is limited by vehicle age and mileage, and other factors.

We prefer you utilize the Customer Satisfaction Procedure before you resort to AUTO LINE, but you may contact the BBB at any time. The BBB will attempt to resolve the complaint serving as an intermediary between you and Buick. If this mediation is unsuccessful, an informal hearing will be scheduled where eligible customers may present their case to an impartial third-party arbitrator.

The arbitrator will make a decision which you may accept or reject. If you accept the decision, GM will be bound by that decision. The entire dispute resolution procedure should ordinarily take about forty days from the time you file a claim until a decision is made.

Some state laws may require you to use this program before filing a claim with a state-run arbitration program or in the courts. For further information, contact the BBB at 1-800-955-5100 or the Buick Customer Assistance Center at 1-800-521-7300.

REPORTING SAFETY DEFECTS TO THE UNITED STATES GOVERNMENT

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying General Motors.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or General Motors.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in the Washington, D.C. area) or write to:

NHTSA, U.S. Department of
TransportationWashington, D.C. 20590.

You can also obtain other information about motor vehicle safety from the Hotline.

REPORTING SAFETY DEFECTS TO THE CANADIAN GOVERNMENT

If you live in Canada, and you believe that your vehicle has a safety defect, you should immediately notify Transport Canada, in addition to notifying General Motors of Canada Limited. You may write to:

Transport Canada
Box 8880
Ottawa, Ontario K1G 3J2.

REPORTING SAFETY DEFECTS TO GENERAL MOTORS

In addition to notifying NHTSA (or Transport Canada) in a situation like this, we certainly hope you'll notify us. Please call us at 1-800-521-7300, or write to:

Buick Motor Division
Customer Assistance Center
902 E. Hamilton Avenue
Flint, MI 48550.

In Canada, please call us at 1-800-263-3777 (English) or 1-800-263-7854 (French). Or, write to:

General Motors of Canada Limited
Customer Assistance Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7.

Courtesy Transportation

To Buick Motor Division, Quality Means Service -- and service means "keeping you on the road."

Included with your 1995 Buick new car warranty, (36 months, or 36,000 miles), is Courtesy Transportation, a program which will provide Buick retail customers with:

- Reimbursement toward a loaner vehicle, courtesy of Buick Motor Division, for up to five days for vehicles requiring overnight warranty repairs. Also, reimbursement up to $30 a day (five days maximum) may be available for the cost of a rental car, bus or even a cab.
- A free one-way shuttle ride up to 10 miles from the dealership is available for customers whose vehicles require same-day warranty repairs.

Courtesy Transportation is Buick's way of extending the Premium Service you've come to expect for Buick and it's 3,000 dealers. Please review the Courtesy Transportation glove-box card contained in your vehicle, or consult your Buick dealer for details.

In Canada, please consult your GM dealer for information on Courtesy Transportation.

Roadside Assistance

Buick Motor Division is proud to offer Buick Roadside Assistance to customers for vehicles covered under the 36 month/36,000 mile new car warranty (whichever comes first).

Our commitment to Buick owners has always included superior service through our network of 3,000 Buick dealers. Buick Roadside Assistance provides an extra measure of convenience and security.

Buick Roadside Assistance:

- Provides owners with access to minor repairs or towing for disabled vehicles.
- Takes the anxiety out of uncertain situations by providing easy access to service professionals trained to work with Buick owners, 24 hours a day, 365 days a year, including weekends and holidays.

For details of Buick Roadside Assistance, please consult your Buick Roadside Assistance owner booklet included with your owner's manual. For needed assistance, call the Buick Roadside Assistance toll-free hotline: 1-800-252-1112.

Canada Roadside Assistance

Vehicles purchased in Canada have an extensive Roadside Assistance program accessible from anywhere in Canada or the United States. Please refer to the separate brochure provided by the dealer or call 1-800-268-6800 for emergency services.

Service and Owner Publications

Service manuals, service bulletins, owner's manuals and other service literature are available for purchase for all current and many past model General Motors vehicles.

Toll-free telephone numbers for ordering information:

U. S.	1-800-551-4123
Canada	1-800-668-5539

Service Manuals

Service manuals contain diagnosis and repair information for all chassis and body systems. They may be useful for owners who wish to get a greater understanding of their vehicle. They are also useful for owners with the appropriate skill level or training who wish to perform "do-it-yourself" service. These are authentic General Motors service manuals meant for professional, qualified technicians. In some cases they refer to specialized tools, equipment and safety procedures necessary to service the vehicle.

Service Bulletins

Service bulletins covering various subjects are regularly sent to all General Motors dealerships/retail facilities. GM monitors product performance in the field. When service methods are found which promote better service on GM vehicles, bulletins are created to help the technician perform better service. Service bulletins may involve any number of vehicles. Some will describe inexpensive service, others will describe expensive service. Some will advise new or unexpected conditions, and others may help avoid future costly repairs. An important reminder is that service bulletins are meant for qualified technicians. Since these bulletins are issued throughout the model year and beyond, an index is required and published quarterly to help identify specific bulletins. Subscriptions are available. You can order an index at the toll-free numbers listed previously, or ask a GM dealer to see an index or individual bulletin.

Owner Publications

Owner's manuals, warranty folders and various owner assistance booklets provide owners with general operation and maintenance information.

BUICK PUBLICATIONS ORDER FORM

NAME _____ DATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

VISA ☐ MASTERCARD ☐

CARD NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

EXP. DATE ☐☐ – ☐☐ PHONE # (_____) _____

WHAT ARE GM SERVICE BULLETINS?
GM Service Bulletins are bulletins, letters and articles published for trained dealer service personnel. They describe or recommend diagnostic, maintenance, or repair procedures, parts recommendations or use and care information. The indexes list all GMSB's published by GM in each model year. To review all GM Service Bulletins for a specific model year vehicle, it is necessary to order the Index for that model year and all subsequent model year indexes.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your Buick dealer for information on whether your vehicle may benefit from the information.

WHAT'S A CHASSIS SERVICE MANUAL?
Chassis Service Manuals have diagnosis, repair and overhaul information on engines, transmission, axle, suspension, brakes, electrical, steering, etc. 1983 through 1987 model manuals were published in looseleaf format and included all series in a single publication. The 1982 and prior Chassis Service Manuals are published in a bound format and may contain more than one series. The 1988 and later Chassis Service Manuals are published in a bound format for each series. Chassis Service Manuals for certain models prior to 1990 and all 1990 and later models are combined with the respective Body Service Manuals.

WHAT'S A BODY SERVICE MANUAL?
Body Service Manuals have repair information on trim, seats, windows, doors, etc. These manuals are published in a bound format. Body Service Manuals for certain models prior to 1990 and all 1990 and later models are combined with the respective Chassis Service Manuals.

WHAT ARE OWNER PUBLICATIONS?
Owner Publications are publications written directly for owners and intended to provide information about their car, such as Owner's Manuals, Maintenance Schedules and Warranty and Owner Assistance Information Booklets. Beginning in 1991, the Maintenance Schedule is included in the Owner's Manual.

HOW TO ORDER ☎
Fill in order completely including year and model. Enclose check or money order (Sorry no C.O.D. or Purchase Orders). Make check or money order payable only in U.S. Funds to Service Publications. VISA and MASTERCARD also accepted. Indicate card number and expiration date above. Michigan Residents must add 6% sales tax. Canadian and Overseas residents please add 20% for shipping and handling. For additional information and/or phone orders call 1-313-239-5552 from 8 A.M. to 5 P.M. Eastern Time Monday thru Friday. For phone orders have VISA or MASTERCARD ready. All orders will be sent via UPS or First Class U.S. mail postage paid. Sorry, no P.O. Box addresses.

RUSH DELIVERIES
Two day and overnight service is available for VISA and MASTERCARD orders only. Sorry, no P.O. Box or APO/FPO addresses. Recipient telephone number is needed with order. Please call for details.

FOREIGN SHIPMENTS
VISA, MASTERCARD only. Shipping and applicable duty charges to be paid by customer. All pricing in U.S. Funds. If no delivery preference is specified, package will be shipped and charged surface delivery rates.

SEND ORDER TO:
Service Publications
P.O. Box 1901
Flint, MI 48501

Amount of Order	
Mich. Sales Tax Michigan Residents Must Add 6% Sales Tax	
Canadian/Overseas Add 20% S/H	
Total Amount	

* Service Publications is an Authorized Publication Distributor to Buick Motor Division

VERY IMPORTANT - PLEASE INCLUDE YEAR AND MODEL

CHASSIS SERVICE MANUALS	QTY	RETAIL PRICE	YEAR OF CAR	MODEL OF CAR	NO LONGER AVAILABLE
1989 LESABRE/ELECTRA/PARK AVE. SERVICE MANUAL		$ 45.00			
1988 CHASSIS SERVICE MANUAL (EXCEPT REGAL)		$ 35.00			
1983 THRU 1987 CHASSIS SERVICE MANUAL WITHOUT BINDERS		$ 60.00			84
1974 THRU 1982 CHASSIS SERVICE MANUAL (EXCEPT 1980 OR 1981 SKYLARK, 1982 SKYHAWK OR SKYLARK/CENTURY)		$ 35.00			1976, 77, 79 *
CHASSIS AND BODY SERVICE MANUALS					
1994 & 1995 CENTURY, SKYLARK CHASSIS & BODY SERVICE MANUAL		$ 60.00*			
1994 & 1995 ROADMASTER, REGAL, LESABRE/PARK AVE. & 1995 RIVIERA CHASSIS BODY & SERVICE MANUAL		$ 90.00*			
1993 LESABRE/PARK AVENUE CHASSIS & BODY SERVICE MANUAL		$ 45.00			
1991 THRU 1992 LESABRE **OR** PARK AVE./ULTRA CHASSIS & BODY		$ 45.00			
1991 ULTRA SERVICE MANUAL SUPPLEMENT FOR SUPER-CHARGER		$ 15.50			
1990 LESABRE/ELECTRA/PARK AVE. CHASSIS & BODY SERVICE MANUAL		$ 45.00			
1989 THRU 1993 CHASSIS & BODY SERVICE MANUAL INCLUDE YEAR & MODEL NEEDED (EXCEPT LESABRE/ELECTRA/PARK AVE.)		$ 35.00			
1988 REGAL CHASSIS & BODY SERVICE MANUAL		$ 35.00			
1982 SKYHAWK OR 1982 SKYLARK/CENTURY CHASSIS & BODY SERVICE MANUAL		$ 35.00			
1980 OR 1981 SKYLARK CHASSIS & BODY SERVICE MANUAL		$ 35.00			
BODY SERVICE MANUALS					
1989 LESABRE/ELECTRA/PARK AVE. BODY SERVICE MANUAL		$ 20.00			
1988 BODY SERVICE MANUAL (EXCEPT REGAL)		$ 20.00			
1975 THRU 1987 BODY SERVICE MANUAL		$ 20.00			1976, 77, 78 *
GLOVE BOX MATERIAL - Please include year and model					
1990 THRU 1995 BUICK OWNER'S MANUAL		$ 10.00			
1989 LESABRE OR ELECTRA/PARK AVE. OWNER'S MANUAL		$ 10.00			
1975 THRU 1989 OWNER'S MANUAL (EXCEPT 1989 LESABRE/ ELECTRA/PARK AVE.)		$ 5.00			
1981 THRU 1994 BUICK WARRANTY INFORMATION GAS ☐ DIESEL ☐ CALIFORNIA ☐		$ 3.50			1982 CAL GAS
1973 THRU 1990 BUICK MAINTENANCE SCHEDULE GAS ☐ DIESEL ☐ CALIFORNIA ☐ 1980 TURBO ☐		$ 3.50			
REATTA CONVERTIBLE TOP INSTRUCTION FOLDER		$ 3.50			
OPEL MANUALS					
1977 THRU 1979 OPEL SERVICE MANUAL		$ 20.00			
1972 THRU 1979 OPEL OWNER'S MANUAL		$ 5.00			1974, 75
1977 THRU 1979 OPEL MAINTENANCE SCHEDULE		$ 3.50			1972 GT, 74 ALL
GM SERVICE BULLETINS					
1991 THRU 1993 GMSB INDEX		N/C			
1991 THRU 1993 GMSB SUBSCRIPTION		$ 88.50			
GMSB SUBSCRIPTION BINDER		$ 20.00			
1994 & 1995 GMSB INDEX OR SUBSCRIPTION CONTACT HELM @ 1-800-782-4356					

	BULLETIN OR LETTER NUMBER		
INDIVIDUAL		(FIRST ITEM)	$ 4.00
PSP		(EACH ADDITIONAL)	$ 2.00
		(EACH ADDITIONAL)	$ 2.00
		(EACH ADDITIONAL)	$ 2.00

***FOR OUT OF PRINT SERVICE MANUALS**
CONTACT: NATIONAL REPRODUCTIONS INC.
535 E. LIBERTY
ANN ARBOR, MI 48104 1-800-448-3782

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Section 9 Index

Adding
- Automatic Transmission Fluid 6-16
- Brake Fluid 6-23
- Electrical Equipment 2-17, 3-18, 6-49
- Engine Coolant 6-18
- Engine Oil 6-9
- Power Steering Fluid 6-20
- Sound Equipment 3-18
- Windshield Washer Fluid 2-33, 6-21

Air Bag 1-19
- How Does It Restrain 1-23
- How It Works 1-21
- Location 1-21
- Readiness Light 1-20, 2-57
- Servicing 1-24
- What Makes It Inflate 1-22
- What Will You See After It Inflates 1-23
- When Should It Inflate 1-22

Air Cleaner 6-12
Air Conditioning 3-2, 6-56
Alignment and Balance, Tires 6-38
Aluminum Wheels, Cleaning 6-46
AM 3-19
Antenna 3-20
Anti-Lock 4-6
Anti-Lock Brake System Warning Light 2-59, 4-6
Anti-Lock Brakes 4-6
Antifreeze 6-17
Appearance Care 6-40
Appearance Care and Materials 6-48
Armrests, Storage 2-45, 2-46
Ashtrays 2-52
Audio Systems 3-6
Automatic Overdrive (Ⓓ) 2-21
Automatic Pull Down Feature 2-7
Automatic Rearview Mirror 2-43
Automatic Transmission 2-19, 6-13
Axle, Rear 6-16

Battery 2-64, 5-2, 5-4, 6-25
Battery Replacement, Remote Keyless Entry 2-6
BBB Auto Line 8-2
Blizzard 4-25
Brakes
- Adjustment 6-25
- Anti-Lock 4-6
- Fluid, Adding 6-23
- Inspection 7-44
- Master Cylinder 6-22
- Parking 2-22
- Pedal Travel 6-24
- Replacing Parts 6-25
- Trailer 4-35

Transmission Shift Interlock 2-20, 2-25, 7-42
Warning Light 2-58
Wear 6-24
Braking 4-5, 4-8
Break-In, New Vehicle 2-14
BTSI (Brake-Transmission Shift Interlock) 2-20, 2-25, 7-42
Bulb Replacement 6-55
Center High-Mounted Stoplamp 6-30
Front Reading Lamps 6-31
Headlamp 6-27
Parking/Turn Signal and Cornering Lamp 6-26
Taillamps 6-28, 6-29

Capacities and Specifications 6-56
Carbon Monoxide 2-9, 2-11, 2-26, 4-26, 4-33
Cargo Cover 2-48
Carrier, Luggage 2-50
Cassette Tape Player 3-9, 3-12, 3-19
Center High-Mounted Stoplamp Bulb Replacement 6-30
Certification/Tire Label 4-27
Chains, Safety 4-35
Chains, Tire 6-40
Change Oil Indicator 2-64
Changing a Flat Tire 5-18
Checking
Automatic Transmission Fluid 6-13
Brake Fluid 6-23
Engine Coolant 6-18
Engine Oil 6-9
Power Steering Fluid 6-20
Restraint Systems 1-45
Under the Hood 6-7

Chemical Paint Spotting 6-47
Child Restraints 1-32
Securing in a Rear Outside Seat Position 1-34
Securing in the Center Rear Seat Position 1-38
Securing in the Right Front Seat Position 1-39
Top Strap 1-33
Where to Put 1-32
Cigarette Lighter 2-53
Circuit Breaker, Power Windows and Other Power Options 6-51
Cleaning
Aluminum Wheels 6-46
Fabric 6-42
Glass 6-44
Inside of Your Buick 6-41
Leather 6-43
Outside of the Windshield and Wiper Blades 6-44
Outside of Your Buick 6-47
Stains 6-42
Tires 6-46
Top of the Instrument Panel 6-43
Vinyl 6-43
Climate Control System 3-1
Clock, Setting 3-6
Comfort Controls 3-1
Compact Discs 3-13, 3-20
Compact Spare Tire 5-30
Control of a Vehicle 4-5
Control, Loss of 4-12
Convenience Net 2-47, 2-48
Convex Outside Mirror 2-45
Coolant Heater, Engine 2-17, 6-12
Coolant Surge Tank 5-12
Cooling System 5-12, 5-14

Cornering Lamp and Parking/Turn Signal
Bulb Replacement 6-26
Courtesy Transportation 8-5
Cruise Control 2-34
Erasing Speed Memory 2-38
Getting Out of 2-37
Increasing Speed 2-36
Light 2-65
Passing Another Vehicle 2-37
Reducing Speed 2-37
Resuming a Set Speed 2-37
Setting 2-36
Use on Hills 2-37
Customer Assistance Information 8-1
Customer Satisfaction Procedure 8-1

Damage, Finish/Sheet Metal 6-46
Daytime Running Lamps 2-40
Dead Battery 5-2
Defects, Reporting 8-4
Defensive Driving 4-1
Defog 3-3, 3-5
Defrost 3-2, 3-5
Delayed Illuminated Entry 2-40
Door Locks 2-2
Driving
Blizzard Conditions 4-25
City 4-18
Curves 4-8
Defensive 4-1
Drunken 4-2
Foreign Countries 6-4
Freeway 4-19
Grades 4-37
Hill and Mountain Roads 4-21
Night 4-13
Rainy Conditions 4-15
Snow and Ice Conditions 4-24
Through Deep Standing Water 2-17
Trailer Attached 4-35
Winter 4-23
Drunken Driving 4-2

Electrical Equipment, Adding 2-17, 3-18, 6-49
Electrochromic Mirror 2-43
Electronic Climate Control 3-4
Engine
Exhaust 2-26
Identification 6-49
Overheating 5-11
Running While Parked 2-27
Specifications 68
Starting 2-16
Engine Coolant 6-17
Heater 2-17, 6-12
Temperature Gage/Warning Light 2-60
Engine Oil 6-8
Adding 6-9
Additives 6-11
Checking 6-9
Kind to Use 6-10
Pressure Gage 2-62
Used Oil 6-12
When to Change 6-11

Ethanol (In Fuel) 6-3
Exhaust 2-26
Exhaust System Inspection 7-44
Express Down Window 2-28
Extender, Safety Belt 1-44

Fabric Cleaning 6-42
Fan Control 3-1
Filling Your Tank 6-5
Filter, Air 6-12
Finish Care 6-45
Finish Damage 6-46
First (1) 2-21
Fixed Mast Antenna 3-20
Flashers, Hazard Warning 5-1
Flat Tire, Changing 5-18
FM Stereo 3-19
Folding Seatbacks 1-5
Foreign Countries, Fuel 6-4
Français, Guide en ii
Front Reading Lamp Bulb Replacement 6-31
Front Towing Hookups 5-10
Fuel 6-3, 6-56
  Door Release, Remote 6-4
  Filling Your Tank 6-5
  Foreign Countries 6-4
  Gage 2-66
Fuses and Circuit Breakers 6-50

Gage, Engine Coolant Temperature 2-60
Gage, Fuel 2-66
Gate Ajar Light 2-65
GAWR (Gross Axle Weight Rating) 4-27
Glass, Cleaning 6-44
GVWR (Gross Vehicle Weight Rating) 4-27

Halogen Bulbs 6-26
Hazard Warning Flashers 5-1
Head Restraints 1-5
Headlamp High-Low Beam Changer 2-31
Headlamps 2-38, 6-27, 6-51
Hearing or Speech Impaired, Customer Assistance 8-2
Heated Outside Rearview Mirror 2-44
Heated Seats 1-3
Heating 3-3
Highway Hypnosis 4-21
Hill and Mountain Roads 4-21
Hitches, Trailer 4-33
Hood Release 6-7
Horn 2-29
Hydroplaning 4-17

If You're Stuck: In Sand, Mud, Ice or Snow 5-31
Ignition Switch 2-15
Illuminated Visor Vanity Mirror 2-52
Instrument Panel 2-54, 6-43

Jack, Tire 5-19
J-Hooks 5-8
Jump Starting 5-2

Key Lock Cylinder 7-42
Keys 2-1

Lamps 2-38
  Daytime Running 2-40
Lane Change Indicator 2-30
Leaving Your Vehicle 2-4
  Engine Running 2-24
Light Sensor, Twilight Sentinel 2-39
Lights, Warning
  Air Bag Readiness 1-20, 2-57
  Anti-Lock Brake System Warning 2-59, 4-6
  Brake System Warning 2-58
  Change Oil 2-64
  Cruise 2-65
  Engine Coolant Temperature 2-60
  Gate Ajar 2-65
  Low Coolant 2-61
  Low Fuel 2-66
  Low Oil Level 2-63
  Safety Belt Reminder 1-8, 2-57
  Service Engine Soon 2-61
  Volts 2-64
Lighter 2-53
Limited-Slip Rear Axle 2-22, 6-16
Loading Your Vehicle 4-27
Lock Out, Rear Window 2-28
Locks
  Door 2-2
  Rear Door Security 2-4
  Steering Column 7-43
Locked Storage Compartment 2-46
Loss of Control 4-12
Low Coolant Light 2-61
Low Fuel Light 2-66
Low Oil Level Light 2-63
Low Washer Fluid Warning Light 2-65
Lubrication, Body 7-42
Luggage Carrier 2-50

Maintenance
  Normal Replacement Parts 6-56
  Record 7-47
  Schedule 7-1
  Underbody 6-47
  When Trailer Towing 4-38
Malfunction Indicator Lamp 2-61
Manual Front Seat 1-1
Memory Seat 1-2
Methanol (In Fuel) 6-3
Mirrors 2-42
MTBE (In Fuel) 6-3

Net, Convenience 2-47, 2-48
Neutral (N) 2-20
New Vehicle "Break-In" 2-14
Night Vision 4-14

Odometer 2-55
Off-Road Recovery 4-10
Oil, Engine 6-8
Ordering Owner and Service Publications 8-6
Overheated Engine 5-11
Owner Checks and Services 7-41

Paint Spotting, Chemical 6-47
Park (P) 2-19
Shifting Into 2-23
Shifting Out of 2-25
Parking
At Night 2-12
Brake 2-22
Lots 2-12
On Hills (Towing a Trailer) 4-37
Over Things That Burn 2-26
Parking/Turn Signal and Cornering Lamp
Bulb Replacement 6-26
PASS-Key 2-13
Passing 4-10
Periodic Maintenance Inspections 7-44
Photocells 2-44
Playing a Cassette with ATC 3-12
Playing a Cassette Without ATC 3-9
Power Antenna 3-20
Power Door Locks 2-3
Power Mirrors 2-44
Power Seat 1-2
Power Steering 4-8
Power Steering Fluid 6-20
Power Windows 2-28
Pregnancy, Use of Safety Belts 1-25
Problems on the Road 5-1
Programmable Automatic Door Locks 2-3
Publications, Service and Owner 8-6
Radio Reception 3-19
Radios 3-6
Rain, Driving 4-15
Reading Lamps 2-41, 2-42
Rear Axle 2-22, 6-16, 7-44
Rear Compartment Lamps 2-41
Rear Door Security Lock 2-4
Rear Towing Hookups 5-10
Rear Window Defogger 3-3, 3-6
Rear Window Lock Out 2-28
Rear Window Washer and Wiper 2-34
Rearview Mirror 2-42, 2-43
Reclining Front Seatbacks 1-2, 1-3
Recommended Fluids and Lubricants 6-56, 7-45
Remote Keyless Entry 2-5
Remote Tailgate Release 2-11
Remote Trunk Release 2-8
Replacement Bulbs 6-55
Replacement Parts 6-56
Replacement, Wheel 6-38
Replacing Safety Belts 1-45
Replacing Seat and Restraint System Parts 1-45
Restraints, Child 1-32
Restraints, Replacing Parts After a Crash 1-45
Reverse (R) 2-20
Roadside Assistance 8-5
Rocking Your Vehicle 5-31
Rotation, Tire 6-34

Safety Belts 1-7
Adults 1-12
Care 6-44
Center Passenger Position 1-26
Children 1-30
Driver Position 1-12
Extender 1-44
How to Wear Properly 1-12
Lap Belt 1-26
Lap-Shoulder Belt 1-12
Questions People Ask 1-11
Reminder Light 1-8, 2-57
Replacing After a Crash 1-45
Right Front Passenger Position 1-25
Third Seat Position 1-26
Use During Pregnancy 1-25
Why They Work 1-8
Safety Chains 4-35
Safety Warnings and Symbols viii
Scheduled Maintenance Services 7-3
Seats 1-1
Second (2) 2-21
Security System (PASS-Key) 2-13
Service and Appearance Care 6-1
Service Engine Soon Light 2-61
Service Parts Identification Label 6-49
Service Publications 8-6
Service Work, Doing Your Own 6-2
Servicing Your Air Bag-Equipped Buick 1-24
Sheet Metal Damage 6-46
Shifting 2-19
Into Park (P) 2-23
Out of Park (P) 2-25
Skidding 4-12
Sound Equipment, Adding 3-18
Spare Tire, Location 5-19
Specifications Chart 6-56
Speedometer 2-55
Stains 6-42
Standard Differential 6-16
Starter Switch 7-42
Starting Your Engine 2-16
Steam, If Coming From Your Engine 5-11
Steering 4-8
Column Lock 7-43
In Emergencies 4-9
Steering and Suspension Inspection 7-44
Steering Wheel, Tilt 2-29
Storage Armrests 2-45, 2-46
Storage of Your Vehicle 6-25
Stuck, If You Are 5-31
Sun Visors 2-52
Supplemental Inflatable Restraint 1-19
Surge Tank Pressure Cap 6-19
Symbols, Vehicle x

Tailgate 2-9
Taillamps, Bulb Replacement 6-28, 6-29
Tape Player 3-9, 3-12, 3-19
Temperature Control 3-1
Theft 2-12
Theftlock 3-16
Thermostat 6-19
Third (3) 2-21
Throttle Linkage Inspection 7-44
Tilt Steering Wheel 2-29
Time, Setting 3-6

Tire Chains 6-40
Tire Loading 4-27
Tires 6-32
- Alignment and Balance 6-38
- Changing a Flat 5-18
- Inflation 6-33
- Inspection and Rotation 6-34
- Temperature 6-37
- Traction 6-37
- Treadwear 6-35
- Wheel Replacement 6-38

Top Strap 1-33
Torque Lock 2-25
Torque, Wheel Nut 5-26
Towing a Trailer 4-30
Towing Your Vehicle 5-7
Trailer Tongue Weight 4-32
Trailer Towing 4-30
- Brakes 4-35
- Driving on Grades 4-37
- Driving with a Trailer 4-35
- Hitches 4-32
- Maintenance 4-38
- Parking on Hills 4-37
- Safety Chains 4-35
- Turn Signals 4-37
- Weight of a Trailer 4-32
- Weight on Your Vehicle's Tires 4-33
- Wiring Harness 4-35

Transmission 2-19, 6-13
Transmitters, Matching (RKE) 2-6
Trip, Before Leaving 4-20
Trip Odometer 2-55
Trunk Release 2-8
Turn Signal/Multifunction Lever 2-30
Turn Signals When Towing a Trailer 4-37
Twilight Sentinel 2-39

Underbody Maintenance 6-47
Used Replacement Wheels 6-39

Vehicle Damage Warnings ix
Vehicle Dimensions Chart 6-57
Vehicle Identification Number (VIN) 6-49
Vehicle Loading 4-27
Vehicle Symbols x
Ventilation 3-3
Viscosity 6-10
Vision, Night 4-14
Visor Vanity Mirrors 2-52

Warning Devices 5-1, 5-2
Warning Flashers, Hazard 5-1
Warning Lights 2-56
Washer, Rear Window 2-34
Washing Your Vehicle 6-45
Water, Driving Through Deep Standing 2-17
Weatherstrips 6-44
Wheel Nut Torque 5-26
Wheel Replacement 6-38
Windows 2-28
Windshield Washer Fluid 2-33, 6-21
Windshield Wipers 2-32, 6-51
Winter Driving 4-23
Wiring, Headlamp 6-51
Wrecker Towing 5-7



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